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Hongkong Daily Press

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KOWLOON-CANTON RAILWAY. TIME-TABLE. WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.30	3.00	4.35	5.45
Yamat ...Dep.	6.45	8.10	9.15	10.05	12.05	1.20	2.35	3.05	4.40	5.50
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.51	3.21	4.56	6.06
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	3.05	3.35	5.10	6.20
Taipei Market Dep.	7.20	8.45	9.50	10.40	12.40	1.55	3.10	3.40	5.15	6.25
Fanning ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.20	3.50	5.25	6.35
Shamshui ...Dep.	7.35	9.00	10.05	10.55	12.55	2.10	3.25	3.55	5.30	6.40
Shamshui ...Arr.	7.41	9.06	10.11	11.01	13.01	2.16	3.31	4.01	5.36	6.46
Canton ...Arr.	—	11.50	5.38	—	—	—	8.47	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	7.18	8.43	9.48	10.38	12.38	1.53	3.08	3.38	5.13	6.23
Shamshui ...Dep.	7.23	8.48	9.53	10.43	12.43	1.58	3.13	3.43	5.18	6.28
Fanning ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.20	3.50	5.25	6.35
Taipei Market Dep.	7.40	9.05	10.10	11.00	13.00	2.15	3.30	4.00	5.35	6.45
Taipei ...Dep.	7.44	9.09	10.14	11.04	13.04	2.19	3.34	4.04	5.39	6.49
Shatin ...Dep.	7.57	9.22	10.27	11.17	13.17	2.32	3.47	4.17	5.52	7.02
Yamat ...Dep.	8.11	9.36	10.41	11.31	13.31	2.46	3.61	4.31	6.06	7.16
Kowloon ...Arr.	8.17	9.42	10.47	11.37	13.37	2.52	4.07	4.37	6.12	7.22

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.30	3.00	4.35	5.45
Yamat ...Dep.	6.45	8.10	9.15	10.05	12.05	1.20	2.35	3.05	4.40	5.50
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.51	3.21	4.56	6.06
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	3.05	3.35	5.10	6.20
Taipei Market Dep.	7.20	8.45	9.50	10.40	12.40	1.55	3.10	3.40	5.15	6.25
Fanning ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.20	3.50	5.25	6.35
Shamshui ...Dep.	7.35	9.00	10.05	10.55	12.55	2.10	3.25	3.55	5.30	6.40
Shamshui ...Arr.	7.41	9.06	10.11	11.01	13.01	2.16	3.31	4.01	5.36	6.46
Canton ...Arr.	—	11.50	—	—	—	—	8.47	—	—	—

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R. BAKER, Manager.

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Our London Letter.

COMMUNISM IN GREAT BRITAIN.

A NOISY BUT INSIGNI- FICANT GROUP.

LONDON POLICE AND PUBLIC.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Oct. 8th.
The heads of the London Metro-
politan police are taking very
seriously the criticisms that have
been passed on the Force on ac-
count of a number of charges that
have been dismissed in the Courts
where the only evidence for the
prosecution was that of a police-
man. Since two recent cases con-
cerning men of standing were
taken to the Sessions on appeal
and the convictions were quashed
the Stipendiary Magistrates seem
to be more than ordinarily careful
to insist on corroboration of police
evidence. Consequently, where the
only witness for the prosecution is
a police officer, the tendency ap-
pears to be to give the accused the
benefit of the doubt.
But something more than this
will have to be done to restore con-
fidence. Not that there is wide-
spread belief that there has been
any extensive miscarriage of
justice. The London police are
popular, and are rightly regarded
as one of the finest bodies of public
servants in the world. But the
feeling persists that police evidence
is not prepared as carefully as it
ought to be, and that unconsciously,
perhaps, a certain proportion
of police officers have got into an
automatic habit of preparing
charges without paying full attention
to the defects that can be dis-
covered under cross-examination.
This refers more particularly to
alleged offences against public be-
haviour which are apt to be met
with occasionally in the streets of
the West End of London. I under-
stand that when Parliament meets
the whole question will be raised
in the House of Commons.

Communism At A Discount.

I dare say that many readers
abroad who cannot keep themselves
fully versed in politics here are
sometimes prone to give the Com-
munists in this country credit for
a degree of influence out of all pro-
portion to their numbers. The
Communists are most assuredly ac-
tive, and are extremely vocal. And
they are never tired of seeking to
promote discord and preach revolu-
tion. But the "Communist Party
of Great Britain," as they style
themselves, are really an insignifi-
cant group, which is gradually be-
coming smaller numerically.
The annual report which is to be
presented to the Conference next
month shows that whereas the
membership was 10,500 last year
it is now only 7,377. The decline
is most marked in the mining dis-
tricts of the country. In South
Wales where the movement has been
more active than anywhere else
there are only 2,300 members; in
Scotland there are 1,800, and in
London 1,321. The Executive of
the Party, compelled to suggest a
reason for these losses, suggests
police intimidation, unemployment,
and abject poverty. In addition
the efforts of the Church, the mine-
owners, and the Tory Press, are
held accountable. But of course
this is silly. The explanation is
the failure of the general strike
last year.

Other Causes For Shrinkage.

There are, however, other causes
for the shrinkage in the mem-
bership of the Communist Party be-
sides the notorious sinews of the
general strike. That was undoubt-
edly a Communist enterprise, in
which all the subversive elements
which are under the dominance of
Soviet Russia were landed together
to attack the nation, and they so
far succeeded that they induced the
Trades Union Congress to play a
part in the wicked design. The
failure of the strike convinced the
miners, who were never more than
mere puppets to serve the Com-
munists' purpose, and other work-
ing men of the real meaning—and
the utter folly—of the class war.
The general strike exposed Com-
munism for what it is both in
theory and practice.

Since then we have had the ob-
ject lesson provided by the in-
trigues of the Soviet Delegation in
London culminating in the sever-
ance of British trade relations with
Russia. Moreover, there has been
(Continued on next Column.)

WAR ON SHANGHAI FASCISTI.

DECISION OF RUSSIAN AND CHINESE COMMUNISTS.

TO OVERTHROW ASSOCIA- TION!

[FROM OUR OWN CORRESPONDENT.]

Shanghai, Oct. 28th.
The Criminal Investigation De-
partment has not been lax in its
investigation of recent activities of
Communists in Shanghai, and in-
clude in their reports the goings and
comings, as well as the shortcomings
of the Chinese, Russian, and
Indian branches of the society.
During the past week in particular
they have redoubled their work and
both foreign and other agents have
kept a sharp lookout for delegates
who are coming to attend the Pan-
Asiatic Conference here on Novem-
ber 1st, 2nd and 3rd.

It is not suggested for a moment
that all persons who will attend this
organization's sessions are tinged
with red, but there will be few
chances for anarchistically inclined
persons, who might be in Shanghai
during the convention, to seize the
moment and commit crimes of violence,
which might reflect on persons
with legitimate aspirations.

It has been ascertained that dur-
ing recent meetings of Russian and
Chinese Communists, it was decided
to take active steps to arouse fur-
ther antagonism against the labor
committee, the Unification Com-
mittee of the Labour Union, which
the authorities organized to replace
the Shanghai General Labour
Union.

At similar meetings it was de-
cided to agitate against both the
Wuhan and Nanking Governments
and to support the revolution of
Madame Sun Yat Sen.

War On Fascisti.

Strangest of their programme was
a pronouncement that they would
overthrow the Shanghai Fascisti, by
which means they did not state, or
had not decided upon.
Their agents were to organize the
peasants for revolution, while other
parties were to prepare the farmers
and rural communities for self-
government.

In this same connection it is
interesting to note that the
authorities in Wush have arrested
seven Communists, one of whom
carried a code book which outlined
the work they had been instructed
to perform. They were to ascertain
the number of soldiers in the
vicinity, to determine the number
and disposition of rifles held by the
Wush Volunteers, and to devise
ways and means to snatch them.
They were ordered to raise distur-
bances and to propagandize farmers
and peasants.—N.C.
Daily News.

the exposure of the Communist sup-
port for the anti-British game
played by the Soviet in China. It
is quite impossible for any one en-
dowed with even a moderate
amount of intelligence to ignore
plain facts like these. Neither the
Church nor the Tory Press can be
held responsible for the discredit
that has fallen upon the Com-
munist Party or the decrease in
its exiguous membership. The ex-
planation is the inherent rottenness
of Communism as a movement.

As stated in a recent article
which I wrote, the Trades Union
Congress has broken completely
with the Communists, and formally
and publicly repudiated them.
The country knows that they are
—or at least some of them—n the
pay of Moscow. The British work-
ing man may have his faults, but
he will not allow himself to be led
blindly by the hired agents of a
foreign country. There are facts
which should be borne in mind
whenever reference is made to Com-
munism in Great Britain.

Dwindling Telegrams.

The Post Office telegraph service
is gradually on the down grade,
and it is only a question of time
till it is superseded by the tele-
phone service. In the last six
years there has been a decrease of
over 45 per cent. in the number of
telegrams sent, and this of course
means that there must be a decrease
in staff. The Postmaster General
is preparing to reduce the tele-
graph personnel, while at the same
time arranging for the growth of
the staff engaged in the new tele-
phone service.

The telegraph staff naturally ob-
ject to be extinguished, but what
can the P.O.G. do? Even a civil
servant cannot reasonably expect
to have a full staff retained to do
work which has shrunk, and the
Union of Post Office Workers ap-
pears to concede the point. The
telegraph service is being ousted
by the telephone and so one class
of workers has to suffer.—H.B.

DIARY OF EVENTS.

To-day.

3th Ordinary Yearly Meeting
Sandakan Light and Power Com-
pany (1927), Ltd., St. George's
Building, 12.30 p.m.

Ten Dances: H.K. Hotel and
Hotel Savoy, 4.30 p.m.; King
Edward Hotel, 5 p.m.; and Lane,
Crawford's Restaurant, 4.30-5.30
p.m.

Hong Kong Football League:—
Division I: Queen's v. K.O.S.B.,
Sookunpo.

Hockey: Club 1st XI v. H.K.
S.R.A., U.S.R.C., 5 p.m.

H.K. University Medical Society:
Paper by Dr. E. W. Kirk, M.D.,
Ch. B., F.R.C.S., Ed. on "The
Gubernaculum," 6.15 p.m.

Queen's Theatre: "Michael
Strogoff."

World Theatre: "Dark Angel."
Star Theatre: "The Splendid
Crime."

Thursday.

Legislative Council Meeting, 2.30
p.m.

Jumble Sale Union Church, Ken-
nedy Road, 2.30 p.m.

Ten Dances: H.K. Hotel and
Hotel Savoy, 4.30 p.m., and Lane,
Crawford's Restaurant, 4.30-5.30
p.m.

Garrison Football League: H.O.
1 K.O.S.B. v. R.A.O.C.; 31st H.
By. R.A. v. H.Q. 2 K.O.S.B., So-
okunpo, 4.15 p.m.

Variety Entertainment for H.K.
W.G. and M.C.L., Government
House Ball Room, 5 p.m.

Hockey: Navy II v. European
Y.M.C.A., Marina Ground.

Steel and Coulson's Billiard
League: Warders v. R.A.; Revenue
v. Queen's; Garrison Sgts. Mess v.
D.R.C.; St. Patrick's Club v.
K.O.S.B.; Police v. R.E. and R.
Sigs.

After Dinner Dance, Lee Gar-
dens.

European Y.M.C.A.: "Ladies'
Night," 9 p.m.

Queen's Theatre: "Michael
Strogoff."

World Theatre: "New Brooms,"
and "Dempsey-Sharkey Fight."

Star Theatre: "Triumph."

Principal Mails:—Outward:
Canada, America, etc., and Europe
via Victoria B.C. (Proteinland),
10.30 a.m.

Friday.

Licensing Board Meeting, Coun-
cil Chamber, noon.

Sale of Hand Knitted Articles,
Helena May Institute, for H.K.
W.G. and M.C.L., 2.30 p.m.

Ladies' Recreation Club, Tennis
Tournament:—Ladies' Open Cham-
pionship Singles Final: Miss E. Lo
v. Mrs. E. Grimbly, U.S.R.C., 3.30
p.m.

Ten Dances: H.K. Hotel and
Hotel Savoy, 4.30 p.m.; King
Edward Hotel, 5 p.m.; and Lane,
Crawford's Restaurant, 4.30-5.30
p.m.

Hockey: Club "A" v. Y.M.C.A.,
King's Park, 5 p.m.

Ex-Active Service Men's Associa-
tion annual meeting, Club-room,
Queen's Road Central, 5.30 p.m.

Queen's Theatre: "Michael
Strogoff."

World Theatre: "New Brooms,"
and "Dempsey-Sharkey Fight."

Star Theatre: "Triumph."

WHILE THE HOUSE BURNED.

WATCHERS FORGET TO RAISE ALARM.

Onlookers of a recent London fire
overlooked the necessity for raising
the alarm. The house affected was
in the Outer Circle, Regent's Park.
The upper part of the premises, un-
known to the occupants, was burn-
ing fiercely. As tongues of flame
were seen to shoot out from two
windows on the top story, a crowd
quickly gathered, and for some
time they watched the blaze.

At length it occurred to someone
to knock at the door. He was an-
swered by a self-possessed maid-
servant, who gave an astonished
"No" to his query. "Do you
know the house is on fire?" After
that events moved quickly. The
alarm was given, and firemen from
Manchester-square were on the
scene in a few minutes. It was
found that the fire was confined
to two rooms at the top of the
house, and it was quickly put out
by the firemen. No one was more
surprised than Mr. Geoffrey Daw-
son, the occupier of the house. He
was sitting writing in his study
when the news of the fire was
brought to him by the maid.

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Proprietress

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RELIGION AND SCIENCE: THE PRESENT PHASE.

BISHOP OF BIRMINGHAM STATES HIS DOCTRINE.

SCIENCE NOT CONTRADICTORY TO CHRIST'S TEACHING.

Scientists and theologians have recently been continuing the old controversy as to the truth, or error, of the evolutionist theory of the development of man from a less complex form of life. Many churchmen are quite prepared to accept what is called Darwinism, and maintain that while this necessitates a big reconstruction of traditional theology the foundations of Christianity are untouched, and the message and claims of the Founder of Christianity in no way inconsistent with the theories of modern science.

Foremost among the protagonists of this view is Dr. Barnes, Bishop of Birmingham whose support of the scientists and attacks upon many of the sacramental and other doctrines of Christianity have aroused bitter resentment. The Bishop was recently reproved by the Primate for the manner, rather than the subject of his message. While preaching in St. Paul's, a fellow cleric interrupted the Bishop to protest against his doctrine.

What Dr. Barnes holds is very well expressed in the following sermon preached in Westminster Abbey with special reference to the scholars of Westminster School.

Dr. Barnes took as his text: "Walk as children of light."—Ephesians v. 8.

This morning the boys of Westminster School come here for the first Sunday service since the vacation. Among them are many, newly come to the school, who, as the years go by, will gradually enter into its traditions and become proud of its association with this famous Abbey Church. I prophesy that among them there are not a few who will pass through periods when they distrust and dispute the religious message which this building exists to proclaim.

What advice shall I give to boys in such an era? Shall I say: "Cling to the old faith?" I say rather, "Seek truth. Rejoice that you live in one of the greatest eras of scientific progress in the history of humanity. Welcome new discoveries with an open mind. Reverence the great men who make them. But remember that behind all the new knowledge the fundamental issues of life will remain veiled. You cannot ignore these issues and fully live. You must approach them with faith, faith built upon reason. And I doubt if in the end your faith will be different from that of many who have preached or are commemorated within these walls." Seek truth: be honest and reverent in mind: be loyal to the high aspirations that arise in you as part of your heritage. Then there will dwell in you the Spirit of Christ.

Doctrine Of Evolution.

To-day I would apply such general principles to the controversy raised anew by the address of the President of the British Association a few weeks ago. What should be our attitude to the biological doctrine of evolution? How should we who value religion, and especially the Christian tradition in our civilisation, approach the various questions which it opens? Shall we cloud clear issues with a haze of words? Shall we suggest doubts when in reality no doubts exist? Shall we falsify Christian history and use the falsification to commend Darwinism as though it were no novelty? Or shall we honestly welcome new knowledge and admit that some traditional dogmas of Christian belief must be changed?

I plead for the latter as both the most honourable and the wisest course. Let us take the facts. To-day there is, among competent men of science, unanimous agreement that man has been evolved from an ape-like stock. He arose, possibly a million years ago, from a tangle of apes which began to vary in different directions. In man, more significantly than elsewhere among the Primates, variation occurred in the brain, and especially in those parts of the brain known as centres of association. Other apes developed in other ways. Chimpanzees, gorillas and orangutans thus arose, and are man's first cousins. Whatever be the machinery by which evolution in general, and that of man in particular, has been effected, the fact itself is no longer denied by any of those whose opinion is worthy of respect. Darwin's assertion that man has sprung from the apes has stood the test of more than half a century of critical examination: increasing knowledge and careful enquiry have but confirmed its truth.

Stories Of The Creation.

As a result the stories of the creation of Adam and Eve, of their primal innocence and of their fall, have become for us folklore. But by the men who built up Catholic theology they were accepted as solid fact. Man's special creation was one of the primary assumptions of the Catholic system. In the Fall explained the origin of sin; and a horrible theory of the propagation of sin, reared on the basis of the Fall by Augustine, was accepted by official Catholic theologians. Darwin's triumph has destroyed the whole relevant theological scheme. Many of us rejoice, for we regard the assertion that any Church is infallible, as alike impudent and dangerous. When so much of Catholic theology has been dissolved, the Church which accepted it can hardly claim

to be free from error. But naturally there are those who would rescue from the havoc wrought by Darwin and his followers something by which to justify pretensions to doctrinal infallibility. They press new claims and theories. Some are toying with the idea of a pre-mundane fall—some calamity of disobedience in the heavens, prior to man's appearance on the earth; a tragic event which brought evil into the scheme of creation. That such an idea, for which there is not a jot of evidence, can be seriously put forward, shows how amazingly unscientific in temper some of our theologians continue to be. Others who shrink from such flights of fancy are suggesting that, while man is physiologically a descendant of the apes, his mind is due to a special Divine act of creation. Such a contention cannot be upheld. Mental capacity and power are directly associated with the development of certain regions of the brain. New qualities of being, powers, functions, animal types emerge in the process of evolutionary change. How they are produced we do not know.

Inherited From His Animal Ancestry.

But what biological enquiry has definitely established is that much that is evil in man's passions and appetites is due to natural instincts inherited from his animal ancestry. In fact, man is not a being who has fallen from an ideal state of perfect innocence: he is an animal slowly gaining spiritual understanding and with the gain rising far above his distant ancestors. Further, it is quite impossible to harmonise this conclusion of scientific enquiry with the traditional theology of any branch of the Christian Church. The English Churchman is proud to know that his communion has enshrined among its Articles of Belief a statement that no Church is infallible. Even General Councils err: the wisest theologians make mistakes. If then opinions widely and even universally held turn out to be wrong, let us declare the fact and we need not blush as we make our confession.

Christ's Teaching Unaffected.

Already Christians who are not obsessed by traditional theology realise that the doctrine of evolution leaves Christ's teaching unaffected. If there be (as I believe) a God behind Nature He can show His creative activity through the process of emergent evolution just as definitely as by special creation. That He has used evil in His plan is obvious, and it puzzles us to reconcile this fact with His goodness and power. But there is no new problem here. Christ knew that there was much evil in the world which God made—evil for which therefore God must be ultimately responsible. Christ did not offer the delusive explanation which many have thought that the Fall provided. There is so much goodness in the world, such rich beauty, that we cannot believe that there is evil in the Creator Himself. But His end, we are forced to conclude, are not our own. We normally seek happiness: it is not natural to us to scorn delights and live labourious days. God seems rather to be desirous of progress, alike in the individual and in the race. His ideal man is not the animal, well-fed and luxurious, but the eager seeker for righteousness and truth.

Case For Survival.

A union of faith and reason is needed when we are asked whether the soul is immortal. The question forces us to consider whether man is an end in himself or but a transient link in a chain. The language in which it is asked has become archaic. We should now rather enquire whether personality survives bodily death. In regard to personality we admit with the man of science that it grows as the body develops. In the new born infant it hardly exists: in the adult it has been shaped by environment. We are what we are by virtue of our parents and surroundings: and the classical researches of Professor Karl Pearson show that the forces of heredity

(Continued on next column.)

PEPPER THROWN BY JEWEL RAIDER.

CROWD CHASES MAN.

AN ALDGADE ROBBERY.

A raid in which a man is stated to have thrown pepper into the face of an Aldgate jeweller and dashed off with jewellery valued at more than £1,000, recently culminated the lunch hour of the East End.

The jeweller was Mr. H. K. Field, trading under the name of Messrs. P. Greenbaum and Sons, at High-street, Aldgate.

There was a lively chase by police along Aldgate and down Middlesex-street before a capture was made. A ring value £150 was picked up by a woman and taken back to the shop.

Behaved Like An Expert.

When Mr. Field returned from hospital there was still pepper on his hat and clothes. To an *Evening Standard* representative he said:— "Last week a man came into my shop and said he wanted to buy some rings. I showed some to him but he did not buy anything. To-day about one o'clock he came back. He told me that he would like to see again the same rings he saw last week.

"I brought them out and he examined them carefully by means of a jeweller's glass in such a way that I thought he was in the trade. He pointed out what he said he considered were faults in some of the stones and I was more than ever convinced that he was a jeweller.

There was another man waiting outside the shop, but he did not come in. All of a sudden the supposed customer threw the contents of a box of pepper into my face, picked up the rings and ran out.

"I found afterwards that seven single stone rings and one with three stones were missing. It was the three stone ring which a girl outside picked up. I value the whole lot at something over £1,000."

Mr. J. Joseph, of Tooley-street, said:— "I saw the pepper thrown and the men run away. Immediately the proprietor, from whose eyes tears were streaming, and who had pepper on his face, followed them, shouting 'Stop thief!'

Separate Ways.

"The two men separated. One ran in the direction of Whitechapel and the other in the opposite direction.

"There was great excitement, and a policeman, with a number of civilians, including myself, ran after the man who had gone Whitechapel way.

"He ran too fast for me, but a policeman made an arrest."

It was stated at the shop that all the missing jewellery had been recovered excepting one ring.

Among those who gave the alarm and joined the chase were people waiting in a bus queue.

Mr. Field was able to go home after treatment at St. Bartholomew's Hospital.

are far stronger than those of circumstance. Yet as all these forces come ultimately from God, it is He who shapes us. Now, if in the personality thus made there is something of eternal value, may we not reasonably hold that it will have an eternal existence? That God will preserve what is worth keeping? Certainly a time will come when this earth will no longer support life: and, if there be no life beyond the grave, a philosopher from another planet would then conclude that in truth God had made all men for naught. In the belief that God's creation has a purpose we are compelled to postulate the immortality of the soul.

Science Agrees With Christ's Teaching.

So I would conclude that on the whole the modern scientific view of the origin of man's body and mind agrees well with Christ's teaching. But it cannot be reconciled with certain statements of St. Paul, nor with a belief in the infallibility either of the Bible or the Church, nor with the acceptance of some of the main strands of traditional Orthodox theology. Yet are these facts of any importance? Why do men desire so often to preserve old errors? Why are religious people and their leaders so frequently timid and obscurantist? Some, of course, hate the trouble of thought, and therefore welcome easy submission to authoritative statement. Others are afraid that if they begin to raise questions their faith will vanish and they will be left miserable. Others like magic a little disguised: a Book or a Church entirely free from error is to them a first-rate mascot. Naturally, the men of science to whom the quest of truth is one of life's greatest joys are contemptuous of such ignorance, magic and fear. We who profess to follow Christ ought to share their contempt. Our present cowardice in naming and commanding truth is, said Hort, of modern growth. An evil tendency which he deplored in the Victorian era has become worse since the war—Pseudo-religious propaganda is now more shameless. Superstition is more prevalent. Superstition is more commonly joined hands with ignorant fanaticism. And so true religion, the religion of the Spirit of Christ, is harmed. The reaction is intelligible because war is demoralising. It breeds fear and contempt of truth and disregard of spiritual values.

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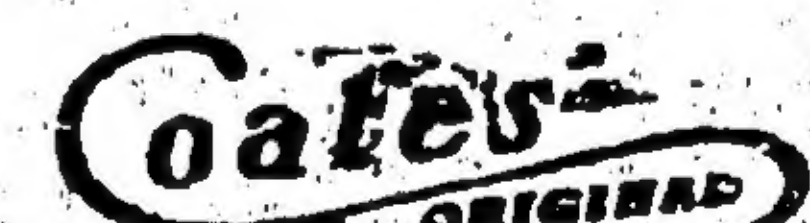
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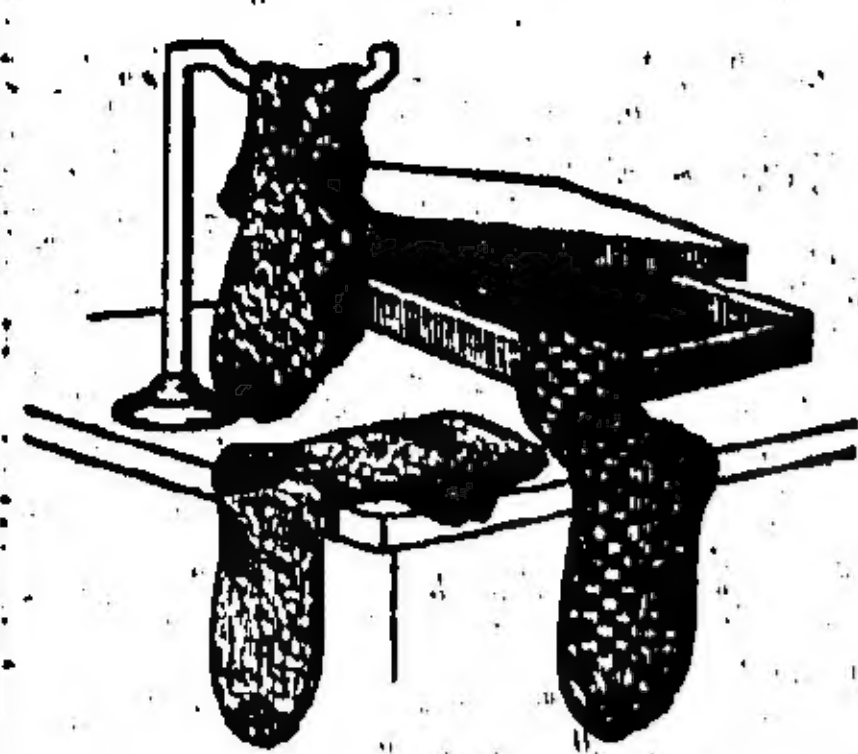
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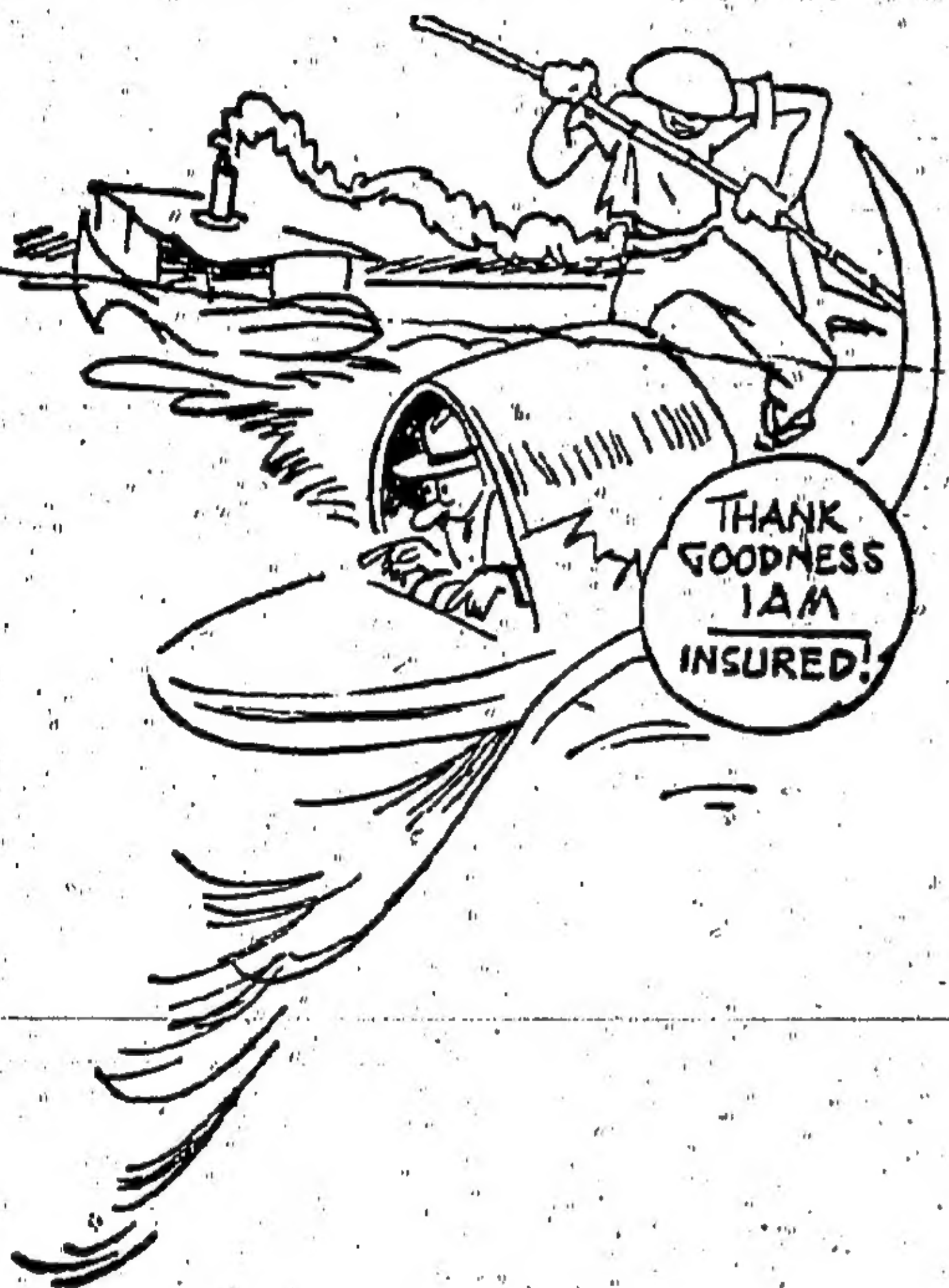
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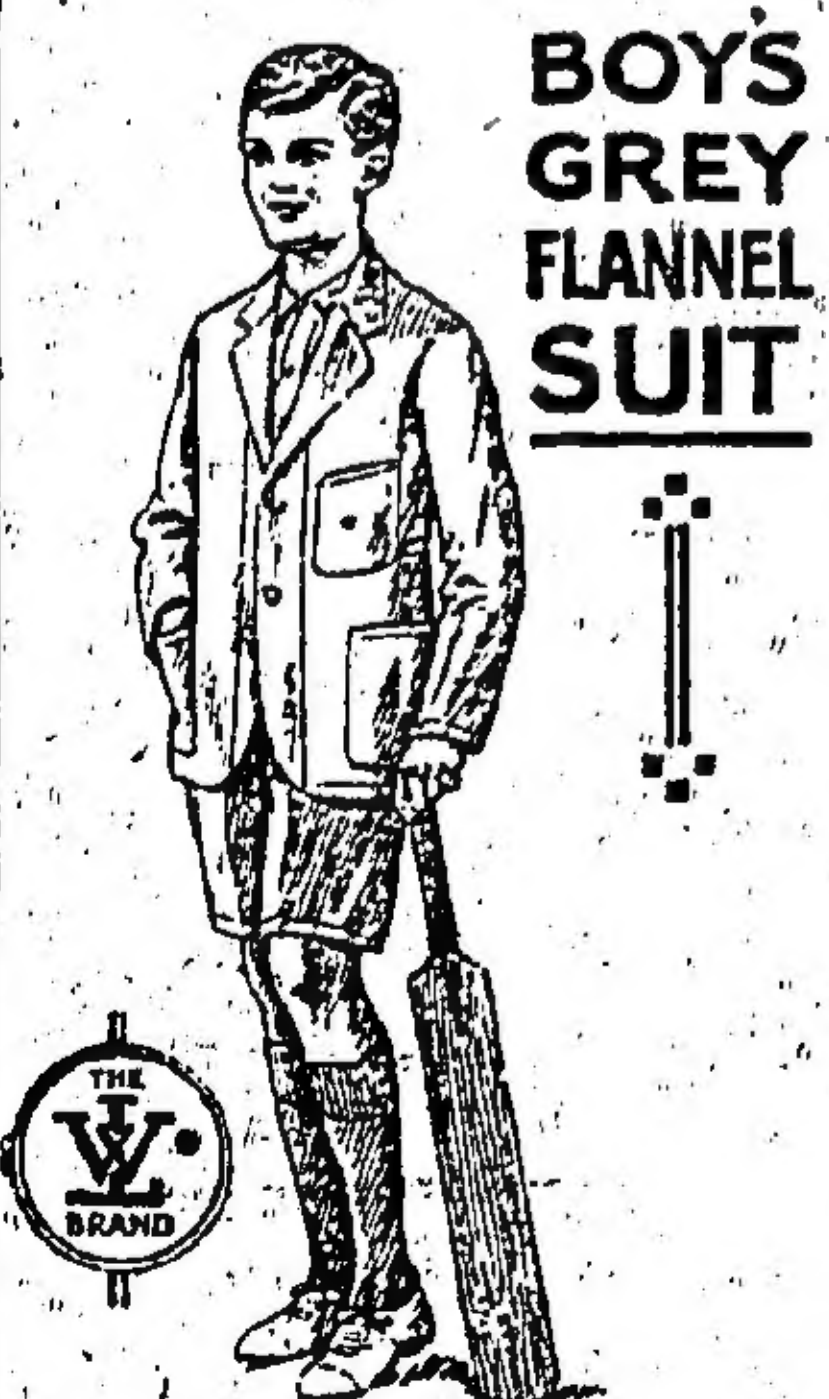
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THE "IRENE" PIRACY.

TWO OFFICERS GIVE EVIDENCE.

THE HEAVENLY BODIES WOULD NOT BE SATISFIED.

SECOND DEFENDANT REMOVED FROM THE DOCK
AFTER AN OUTBURST.

The second hearing into the case in which seven Chinese are held on charge arising out of the piracy of the s.s. *Irene* was held yesterday before Mr. R. E. Lindell at the Central Magistracy. In the course of a cross-examination of the ship's officers, the second defendant demanded: "Why should a European be allowed to speak and I cannot have my say?" He called upon the district witness that if he were to be hung for a crime which he had not committed, the heavenly bodies should revenge such gross injustice.

This defendant was removed from the dock but was brought back later to cross-examine the other witness. Another defendant said that he was deaf and asked that evidence of the witnesses be interpreted in Hoklo dialect.

At yesterday's hearing Captain Jahnson was again in the box and was cross-examined by Mr. Leo d'Almada, J.P.

Mr. d'Almada: How long have you been on the "China Coast?"

Ten years.

Mr. d'Almada: When was the first occasion on which you saw the fourth defendant?—The first time I saw him was at 9.30 a.m. on the day of the piracy when he knocked at my door. I opened it and he looked into my cabin and went away.

Mr. d'Almada: Did you see him again?—Yes, he came back about half an hour later.

The captain added that he had seen the defendant again when he was on the bridge between 3 and 4 p.m.

Mr. d'Almada: Did you say that the fourth defendant pointed a pistol at you?—He was pointing one in my direction.

Mr. d'Almada: How many pirates could you recognise besides these people in Court?—I think I can recognise two or three others.

Mr. d'Almada: Could you tell me which of these pirates were picked up by the *L.4*?—The first, second and third defendants were picked up by the *L.4*.

Mr. d'Almada: From that time until you saw the defendants again at the identification parades you saw nothing more of the fourth defendant?—No.

Mr. Whyte-Smith, Assistant Crown Solicitor, re-examined the witness as to when the boat was pirated in order to establish the right of the *L.4* to interfere. He was, however, overruled by the Magistrate who said that that did not arise. The piracy was committed on the high seas and that should suffice.

Allowed To Finish His Breakfast.

The Second Officer, Mr. Ivanovich Zolouchovsky, who was then called said that he had been on the *Irene* for six months, and in China for seven years.

He had just been relieved from his watch by the chief officer and when he went down to have his breakfast in the saloon, he heard pistols shots fired. He could recognise the first, third, fourth and sixth defendants as among the men who rushed the saloon. The sixth man was then armed with a kitchen knife. The others had pistols with them. The third defendant searched him and his cabin and also told him that if a revolver was found on him there would be trouble.

After that the witness was allowed to return to his saloon and finish his breakfast.

While the witness was resuming his breakfast, other armed Chinese came into the saloon, among them the third defendant. They asked for his cabin again, and the third defendant had a dispute with the other men as to whether they should leave him (witness) alone. While he was on the bridge he saw several armed men running to and fro and among them he could recognise the second, third and fourth defendants. On October 20th, he saw the third defendant holding a pistol when the ship was approaching Mendocino Island. When near Bate Island, the Captain, second and third defendants came on the bridge and the pirates ordered the course to be set for Triple Island.

When The "L.4" Arrived.

Witness then went on to relate how the *L.4* sighted them. His story was in the main corroborative of the story as given by the Captain in yesterday's issue of the *Daily Press*. The second defendant came on to the bridge after the shells had been fired and threatened him. He was then asked by this defendant to signal to the *L.4* to stop fire. The witness obeyed by waving his arm, but just then the third shot was fired which hit the ventilators. The pirates were scared out of their wits and bolted in all directions.

Witness then hid himself behind a life boat. Another shot was then fired on the other side of the ship, which had either passed through his or the chief officer's cabins and was instrumental in setting fire to the ship. Immediately after this he saw two or three pirates jumping overboard, but the witness was the last man to leave the ship.

The last two shots fired hit the main steam pipe and stopped the engines. Witness put a life belt round the second engineer and did not leave the ship until the *L.4* came close to the *Irene*.

At the identification parades he picked the first, second, third, fourth, fifth and sixth defendants.

He searched the first defendant on board the *L.4* and found a magazine clip with several rounds of ammunition in it. These he handed to a sailor on the *L.4*. It also appeared to him that No. 2 defendant was the pirate-chief and spoke good English. The accused told him that he was formerly a fitter on a British ship. The third accused seemed to know something about charts and compass and to have had nautical experience. The No. 4 defendant was often on the bridge and the fifth accused appeared to be an opulent man. He had a gold watch and chain and was dressed quite well.

Defendant Makes A Scene.

While attempting the art of examination the second defendant told his Worship that he had been in England for a long time and asked why he was not allowed to speak. He went on saying that if he were convicted of this crime, surely the duties would not allow an innocent man like him to suffer.

He made so much noise in the Court that the Magistrate had to order him to be taken out of Court. The seventh accused said that he would like to have the evidence translated in Hoklo and that he was rather deaf.

In The "Irene's" Engine Room.

The next witness was Mr. Archibald Hodge, Chief Engineer of the *Irene*. He said he had been on the *China Coast* for the last 21 years. His story corroborated the other two witnesses. At the time when the piracy started, he was in the engine room. He was, however, ordered out and went back to his cabin with two or three of the pirates who wanted to know whether he had any arms.

This witness also stated that when he was down in the engine room the telegraph was rung for the engine to stop. He did this but a few moments later a number of pirates came down and ordered him to put the engine full speed ahead. He was compelled to do this at the point of pistols. He also mentioned about how the engine room, in a wounded condition, jumped overboard.

The case was adjourned until tomorrow afternoon.

SHANGHAI'S KIDNAP-PING MENACE.

RUSSIAN VOLUNTEERS CALLED OUT.

FULLY EQUIPPED AND READY TO SHOOT.

SHANGHAI, October 29th.

Parts of the International Settlement are being guarded and patrolled by volunteers—Russian Volunteers, with huge Russian-style rifles and a stolid Cossack department. It is not Communists and soldiers this time, but the kidnapers. The Shanghai Municipal Council is mobilizing all the forces at its command to catch the kidnapers. Every entrance into the Settlement is being guarded; the bridges are being guarded. Motor cars will be stopped and suspicious individuals searched.

The Police are very anxious that law-abiding residents should co-operate with them by not leaving their homes at any inconvenience they may be put to. If traffic is delayed at a point, those waiting will have the satisfaction of knowing that the anti-kidnaping squad of the police are going through some suspicious looking vehicle. Somebody might even be pulled into a police station by mistake. But the police have to catch the kidnapers without being given assistance by the Chinese who are kidnapped and, therefore, have to resort to unusual tactics. A little patience, a little forbearance, a smile to the Russian Volunteers when they delay your motor-car will do no harm. In that respect, everybody can help in this anti-kidnaping work.

Advice To Armed Robbers.

There might also be a suggestion to armed robbers. The Russian Volunteers know how to shoot. The armed robbers might do well if they threw away their arms before they entered the International Settlement. There may be some premature funerals, if they try any of their nasty little tricks on the volunteers who are out to watch for them. Reputable citizens who want to carry arms can get licences in the proper quarter, but those who carry arms without having first gone through the proper forms will find their lethal weapons somewhat inconvenient.

The Municipal Police are hoping to put an end to kidnapping and armed robbery in the Settlement, by drastic methods which may be displeasing to some of those humanely-minded individuals who would give the robbers all the rope they want to hang innocent people with. The police are not in this humane frame of mind.

It is interesting to note in this connection that many of the leading Chinese are now behind the Council to the finish on any steps that are being taken. It is generally admitted on all sides that the worst elements of the Chinese population have been taking advantage of the somewhat lenient, conciliatory attitude of the foreigners toward political disturbers of the peace. The opposition to shooting, the protest against drastic enforcement of the law by the police, was never intended by any respectable element of Chinese to include kidnapers and armed robbers. But one would be surprised to learn where the politico ends and the robber begins. It is not necessary to know. If a person carries a licence, he may be regarded as a potential armed robber and if he becomes violent about it, he may find that it does not pay.

The S.M.P. Specials, in relieving the Russian Volunteers last evening, carried on with the precautionary measures.—*N.C. Daily News*.

RUBBER SHARES.

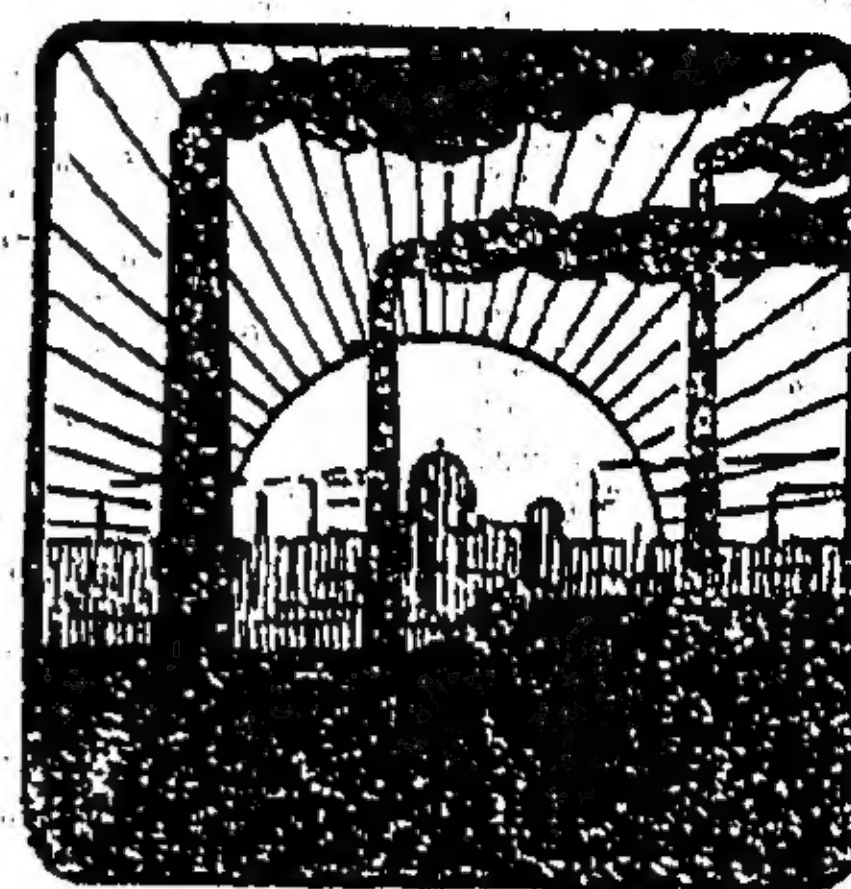
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ANNUAL FAIR held at the

ITALIAN CONVENT.

MICHAEL STROGOFF.

A MAGNIFICENT FILM AT THE
QUEEN'S.

CZAR'S PALACE AND TARTAR
CAMPS.

Michael Strogoff is a film which stands out from the usual fare provided by the cinema as a skyscraper would in an English village. It is tremendous in conception and treatment; the equal of the Griffiths films in spectacular effect and their superior in technique. The story, an adaptation of Jules Verne's novel, "The Secret Courier," deals with the exciting adventures of Michael Strogoff, courier to the Czar Alexander II., when he was sent in 1836 from Moscow to Irkutsk on a mission to the Grand Duke. Michael has to pass through the Tartar armies who are attacking Irkutsk and falls into the hands of his enemies is tortured and blinded. He at last gets his message through and saves the situation. His adventures make one of the most successful books of the great French writer, and had been translated into many languages before that of the screen.

It is curious that so excellent a film should have been held up for several years. It is a French production and was made in Latvia by a company of Russians aided by hundreds of extras, but it was not until a short time ago that an American company decided to buy and distribute it. The success that this film has already had has decided the management of the Queen's to show it for the remainder of the week.

Fine Colour Effects.

Much of the film is in colour, a different type of colour to that usually seen on the screen. The film has been tinted by a special French process which just gives sufficient suggestion of colour to add to the realism, without ever falling into the trap of being garish. The ball scene in the palace of Moscow, and those in the Tartar camp are exquisite as regards colour.

(Continued on next Column.)

THE "BELLEROPHON"
DELAYED.

DIFFICULTY WITH MORRIS
SIX-WHEELERS.

Owing principally to a difficulty in getting the Morris six-wheelers on board, the s.s. *Bellerophon* which was due to leave for Home on Sunday, carrying about 300 reservists of the Northamptonshire Regiment, and the 38th Mechanical Transport Company, has been delayed.

It was necessary to take the wheels off the vehicles before they could be stowed away. All arrangements were completed by this morning, and the vessel was due to sail this afternoon.

The s.s. *Somereshire*, with a large draft for the Northamptonshire Regiment, is expected during the latter part of this week, after which she will leave for Shanghai, transporting the battalion thence.

The Acting.

Ivan Moskine who plays the title rôle has been acclaimed as the new star of the Continent, and he acts with very great power and sympathy. Mr. Moskine has few tricks that are noticeable, and none of the self-consciousness of the well-known stars. His acting is excellent, restrained, and the fight in which he finally conquers his enemy one of the most exciting and realistic ever filmed.

No fault can be found with any of the cast, perhaps the heroine seems a trifle stiff after some of the giggling wriggling ladies of Hollywood, but "Michael Strogoff" is a tragic adventure theme in which Nadia really has very little part.

The ball scene, and the suggestion that the distant dance music brings to the worried Czar is extraordinarily powerful in its emotional effect, besides being very charming pictorially.

Michael Strogoff is a film to see and see again. It is thrilling, spectacular, lovely, and, even more, interesting.

FOODSTUFF PRICES IN HONG KONG.

DEBATE AT THE SANITARY BOARD MEETING.

A COMMITTEE TO INVESTIGATE STALL RENTS AT THE MARKETS.

MR. J. P. BRAGA'S CRITICISM OF THE PRESENT SYSTEM.

At yesterday's meeting of the Sanitary Board Mr. J. P. Braga again raised the question of prices charged at the local markets. He suggested that these were very much higher than they should be, and that the whole system of leasing stalls should be reconsidered. He condemned especially the automatic renewal of licences on expiry, from father to son without reviewing the terms of the lease.

Mr. Braga emphasised that neither the public nor the New Territories producers reaped any advantage from these low rents, and he moved that a committee be appointed to go into this matter of stall rents.

This was seconded and having received the support of the President of the Board (Mr. N. L. Smith) Mr. Braga's suggestion was adopted.

Mr. N. L. Smith (President) presided at the meeting, and was supported by Mr. W. J. Carr, Dr. S. W. Tao, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, the Hon. Mr. H. T. Jackman (acting Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

In connection with the Re-adjustment of Market Rents, Mr. Braga addressed the board as under:—

Mr. J. P. Braga said: In the course of a debate in this room on September 6th on the question of the high prices of fresh foodstuffs in Hong Kong, I laid stress on the possibility of the butchers' guild operating as one of the determining factors in the keeping up and the raising of the prices in the markets of the Colony. You, Sir, in your reply thought that "we were too apt to make too much of the bogey of the ring and the guild." On that occasion I spoke without the knowledge of the facts since gathered from a circulation of the papers to members that have revealed a condition of things calling, in your opinion, for a readjustment of the rents of stalls throughout the markets in the Colony. The disclosure goes beyond the question of one of stall rents only. It reveals to the Board a system that not only permitted but, in my humble opinion, actually encouraged combination among the stallholders of our markets.

A Hereditary System.

A system that perpetuates licences holdings to their lineal descendants in a profitable trade to the exclusion of competitive newcomers stands self-condemned in principle no less than in practice. Beyond the fact that this system—a pernicious one to my way of thinking—has the approval of the Government of the last generation, I am not aware that there exists any valid argument in support of it. For the opportunity afforded the Board to discuss a question of such wide interest in the Colony, I feel sure members will agree with me that we are thankful to you. It was you who caused the papers on this subject to be dug up from the files of the Board and on your instructions they were circulated to members who have since become acquainted with the unsatisfactory condition prevailing.

As a measure of the fiscal policy of the Government this readjustment of stall rents looks a very attractive proposal. At the same time the fact is borne upon me that for a good number of years the fortunate "lineal descendants" of a certain class of people have accumulated profits at the expense of the ratepayers. The benefit to the residents of all classes have been rises in prices.

While it is true that the Treasury will reap the benefit of an increased revenue by the proposed readjustment of the stall rents, it should be the business of this Board to provide against giving an excuse for forcing prices up still higher in our markets. To be consistent, I am sorry I cannot agree to any revision of the scale at the present time when it may be seized as an argument to raise the prices of all fresh foodstuffs in the Colony. They are expensive enough. I can speak with a personal knowledge and insight into the hardships of the middle-class inhabitants who have literally to struggle to make ends meet from month to month.

Favour New Territory Producers.

It should certainly not be beyond the ability of this Board to devise some scheme whereby the market stalls should not remain the close preserve of a favoured few, thereby placing into their hands the means for organising a combination against prospective competitors. Rather than increase the stall rents, I would prefer to see the inauguration of some plan in the operation of which the agriculturists, the poultry farmers and pig breeders in the New Territories would be given an opportunity in the Hong Kong markets to dispose of their produce to the consumers.

Complaint is rife that the Vegetable "Lans" operate to the discouragement of the vegetable farmers of the New Territories. This complaint should be inquired into. When the farmers bring their produce for wholesale disposal in Hong Kong "the ring" offers such poor prices that they prefer to take back the vegetables and feed them to the pigs rather than submit to the "squeeze" of "the ring." This is an indefensible attempt to freeze out the farmers. It is not as it should be. The New Territories farmers should be given market holdings in the Central, Western and Wanchai, and Saiwanho markets on the Island, and at Yau-mat and Hunghom on the mainland. This might be a first step to break the strong combination of "the ring." This innovation is worth a trial. Until it has been tried and failed, I should not be convinced that this Board has done all it could do to regulate the price of fresh foodstuffs in Hong Kong.

Mr. Braga then moved that a small committee of the Board be appointed, consisting of at least two Chinese members, to enquire into this matter of stall rents.

Mr. Tao said he originally intended to ask the Board to postpone the question of adjustment of stall rents, because to ask for an increase of rent meant giving an excuse for stallholders to raise prices. The question should be dealt with later when things were more normal. With things as they were at present it was inadvisable to touch any of the rents. He, however, seconded the motion of Mr. Braga that a committee should be appointed to inquire into the matter.

It was suggested that the President and two Chinese representatives should be appointed on the committee.

The President in supporting Mr. Braga's motion said he had no intention of raising the matter. Twenty years ago there was undoubtedly an intention to revise the stall rents every three years. This was only done twice, as far as he knew, and then the matter fell into abeyance. It was not as Dr. Tao had suggested that stall rents should be raised. They had a certain class of stall, say beef stalls at Wanchai Market, which had been let at the same rate for many years, while next door to these cheaply-rented stalls there were other stalls at much higher rents. If the low rental people were letting the public have the benefit of the difference all would be well, but there was no doubt that they profited by the difference.

As regards Mr. Braga's condemnation of the stall holders, it was very difficult to suggest reforms. He did not think it would be possible to have a big business, like a pork or fish stall liable to termination at a very short notice. They would not get reliable men under such conditions. However, all points raised could be fully dealt with by the committee to be appointed.

The President suggested that Mr. Braga should give notice of motion that he would propose at the next meeting that the committee suggested be appointed.

POLITICS IN CANTON.

MR. WANG CHING WEI AT COUNCIL MEETING.

THE "KING OF HOÑAM" REMAINS AT HOME.

[FROM OUR CHINESE CORRESPONDENT.]

Being a member of the Central Executive Committee of the Kuomintang, Mr. Wang Ching Wei is eligible to sit on the Political Council in Canton, and he and Mrs. Lino Chung Hoi and Mr. Kan Nai Kuang, also members of that Committee, attended the Council meeting yesterday.

Nanking militarists want to see Mr. Wang Ching Wei back there, and they have sent an agent to Canton to urge him to return to the Yangtze theatre of war.

It is unlikely that there will be any military coup d'état in Canton, but both the Wang Ching Wei and the Chiang Kai Shek parties are attempting to secure a majority at the coming meetings of the Central Executive and the Supervisory Committees in Canton.

Since October 23rd, the search for arms has been going on in Canton, and people found in the street after 11 o'clock at night seldom avoid being stopped and overhauled by the Police.

MILITARY NEWS ITEMS.

General Li Fuh Lin, "the uncrowned king of Honam," who was to have gone north to take over the defence of the Kwangtung-Hunan boundaries, is still in Canton. With regard to the Northern situation some of the "Reds" who have been turned out of Swatow are now trying to terrorize Nanyang, a northern town in Kwangtung.

Since the reorganization of the Whampoa Military Academy in Canton, the monthly expenses have been reduced from \$720,000 to about \$350,000.

TRIAL BY COURTS OR COMMISSION?

Mr. T. T. Lee, formerly managing-director of the Kwangtung Section of the Canton-Hankow Railway, was dismissed recently for alleged maladministration and corruption. But the Political Council in Canton have not yet formulated their charges in the Courts. Mr. Lee's friends are urging that he should be given a fair trial in the Courts, and not be brought before a special commission as suggested. Embezzlement and corrupt practices are charges that should be dealt with by the judicial courts, they claim.

MR. T. V. SOONG IN HONG KONG.

NO STATEMENT OF POLICY.

Mr. T. V. Soong, a brother-in-law of the late Dr. Sun Yat Sen and a former minister in the Nationalist Administration, arrived in Hong Kong by the s.s. *Empress of Asia* from Shanghai yesterday morning. He was met and entertained by Dr. S. F. Lee, Mr. Wong Tong, Mr. Tang Hoi On, and other friends.

Mr. Soong made no statement either of future policy or of the movements of himself or his party. He said he must confer with his associates in Canton before announcing his course of action.

Mr. Soong is a member of the Central Executive Committee of the Kuomintang Party, his presence will help to create a quorum in Canton, though this has not as yet been made.

Mr. Soong was very reluctant to discuss family affairs, but he said that there was nothing to the rumour that his sister, Madame Sun Yat Sen, had married Mr. Eugene Chen.

Mr. Soong is being accompanied by his private secretary and other friends.

LEAVES FOR CANTON.

Mr. T. V. Soong left for Canton by the s.s. *Lungshan* last night. He told friends that he had not definitely accepted any offer to re-enter the administration in Canton. In fact, if he could have his own way, he would remain in Canton only for a short time. He would be in Hong Kong in a few days.

THE "WO FAT SHING" PIRACY.

SEQUEL IN COURT YESTERDAY.

ALL ABOUT THE GOLD BARS.

The sequel to the piracy of the steam launch *Wo Fat Shing* in the Harbour on October 12th was heard at the Kowloon Magistracy yesterday when a Chinese was charged before Mr. W. Schofield.

The accused who was indicted for armed robbery was defended by Mr. D. McCallum.

Inspector Dorling was for the prosecution.

The manager of the *Wo Fat Shing* S.S. Co. said that 600 taels of gold bars were delivered to his office on October 12th. After checking and weighing the bars he put them into cloth bags and stored them into the strong room until 8 p.m. These bars were then put on board the *Wo Fat Shing* for delivery to the s.s. *Prominent*. The *Wo Fat Shing* carried these two boxes but there were others acting as escort.

It may be remembered that the defendant was arrested with one gold bar in his possession and this, the witness said, was identical with those packed in the boxes. The gold bar produced in Court was 1 tael size although there were some of 3 mace size. He could recognise it by the Chinese characters written on the bar. Each tael cost \$51.50.

In answer to Mr. McCallum the witness said that the gold bars were covered by insurance. He also said that there were sailors on board. The chief engineer, a new man, had taken the place of the old engineer who was away on sick leave. The other new man on board the launch was Ah Siu, a seaman. These two men had never been seen again after the robbery.

Another witness deposed to having accompanied the gold bars to the launch. He said that after the launch left the Praya Wall near the Hong Kong, Canton and Macao Steamboat Company's wharf on the way to the s.s. *Prominent* which was lying at buoy C30 at Kennedy Town, he saw some one shouting "hands up" to the crew. He had no idea that the launch was in the hands of the robbers; all he thought was that the Water Police had come on board to search the vessel. The robbers then ordered the crew to go into the hold or else they would be shot.

The first robber bound their hands and feet and put iron nuts into their mouths to prevent them from shouting. Later witness heard hammering above deck and later another of the robbers came down to take away what they had in their pockets. Ten minutes after the launch struck a rock.

One of the *Wo Fat Shing* managed to work himself loose from his bonds and went on deck. He found the vessel was leaking and after freeing everyone they went ashore. Witness identified the accused as one of the men who had gone into the hold to search them.

Mr. McCallum reserved his defence until the next hearing which will take place next Tuesday afternoon.

OUR FIRE BRIGADE.

TO-DAY'S ATTRACTIVE DISPLAY.

ANNUAL DRILL EXHIBITION.

To-day, at 3 p.m., the Fire Brigade will hold their annual display at the Central Fire Station, when the new motor cycle combination and pump will be seen in action.

The programme will include: Picking up an Inebriate Person. "Firemen's lift" (20 men).

Despatch Box Competition Drill. (Final). Two crews per drill.

Motor Escape Competition Drill. (Final). Two crews per drill.

Jumping Sheet. An irregular but useful means of escape.

Escape by Canvas Chute. 1st aid to the injured by Ambulance Attendants. (Last man down).

Cycle Combination and Pump. Motor Pump Competition Drill. (Final). Two crews to compete.

Use of "Foam Compound"—Extinguishers on Burning Liquid.

Pumping by No. 3 Fire Float. Four Motor Pumps at work using delivery from each.

Turntable Ladders—A very useful appliance for high buildings. Also used as a water tower.

The display is expected to last about an hour, and there will also be the finals of the competition drills for the Fire Escape Cup and the Fire Brigade Shield, and money prizes. The competition for the Shield will include motor pump drill and despatch box drill for one, two and three men respectively.

The Fire Escape Cup has been in competition since 1924 and there is keen rivalry between the various squads for the honour of having the names of their members inscribed on it.

The Fire Brigade Shield has been in competition since 1904, and is a "throw back" to the old steam engine days. The competition now is confined to the modern motor pump and despatch box drill.

CHILDREN'S HEALTH CONFERENCE.

AT THE CHINESE Y.W.C.A.

FREE ADVICE AND HELP FROM EXPERTS.

A Children's Health Conference will be held at the Chinese Young Women's Christian Association, 127, Caine Road, on the afternoons of November 7th, 8th and 9th, from 2.30 to 3 p.m. It is open to any parents who wish to get expert advice from skilled physicians on the care of their children.

During these days there will be a children's welfare exhibit, demonstrations of bathing, clothing and feeding, and lectures on the care of mother and child, as well as physical examinations by appointment. Children of pre-school age only will be examined. The programme for each day will be as follows:—

Lecture 2.30-3.00
Physical Examinations (by appointment) 3.30-4.30
Exhibits 2.30-3.00

For the past five years, on Thursday mornings, the Y.W.C.A. has conducted health centres for children of pre-school age at the Y.W.C.A. building and at the Y.M.C.A. An average of forty-five children have visited these centres each week where they have been examined and any needed advice given to the mothers. The Health Conference this coming week represents an effort to enlarge the scope and influence of the health centre work and bring its advantages to the attention of a larger group of parents in the community.

A number of local physicians have generously offered to assist with the conference. The lecturers will be given by Drs. E. M. Minett, W. C. Chau, and T. P. Woo. The examining physicians will be: Drs. S. C. Ho, C. W. Ho, S. T. Wong, S. N. Chau, Y. S. Wan, T. C. Wong, W. K. Fok, Dr. K. S. Shin is the Children's Health Conference Physician. The general arrangements of the conference are carried by the Education Committee of the Y.W.C.A.

Appointments for children's physical examinations must be made at the Y.W.C.A., 127, Caine Road, before 5 p.m., November 5th.

All mothers and others interested are cordially invited to attend the conference.

ON "PRESIDENT" LINERS.

SOME PROMINENT PASSENGERS.

Among passengers leaving Hong Kong on the *President Jefferson* for Manila and on the *President McKinley* for Seattle, are the following:—

On The "Jefferson."

Mr. Geo. A. Kerr, the Vice-President of the Philippine Cutch Corporation, who is on a business trip to the Philippines; Mrs. E. Reiser, and Mrs. E. Thomas, wives of U.S. Army Officers stationed at Fort McKinley, returning after a vacation to Hong Kong; Col. and Mrs. B. Taylor, and Mr. H. W. Taylor, who are also returning to Manila after a vacation in Hong Kong; Mr. John S. Drummond, who is with the Chartered Bank of India, Australia and China and joining the firm's Manila Branch.

On The "McKinley."

Among passengers on the *McKinley* are:—

Mr. H. B. Beykers, who is a representative of Harnmel Verweij & Co., who have extensive connections throughout Java and is making a business and pleasure trip home to Europe; Mr. F. W. Diehl, the managing partner of Messrs. Erdmann & Sietken & Co., Java, who is on a business trip to Shanghai; Mr. C. H. Varkevisser, representative of Messrs. Erdmann and Sietken, Sugar Merchants in Java, who is on a business trip to Shanghai; Mr. and Mrs. L. Dunbar and Miss Dunbar, who are travelling Miss Dunbar, who are travelling the well-known Flour merchant; Mr. C. A. Bownen, connected with Anderson, Meyer & Co., travelling to Shanghai; Mr. and Mrs. Fung Manter and two daughters, travelling to Shanghai. Mr. Fung Manter is a well-known Chinese merchant in Hong Kong; Major C. E. Bone, who is travelling to the United States with stopover at Kobe. Major Bone is attached to British Army reserve.

ST. JOHN AMBULANCE PARADE.

Four Divisions of St. John Ambulance Brigades overseas and ladies of the Nursing Division paraded on Sunday morning on the Soekun-poo military recreation ground.

Many of the young recruits having completed their course and having proved their efficiency by examination, were enrolled as members of the Brigade by the Assistant Commissioner, Mr. E. Ralph, assisted by Mr. A. Morris, Corps Superintendent.

Mr. Augustine Leung Hing Kee was presented the St. John Ambulance Brigade Overseas with a silver challenge cup to be awarded annually to the most efficient member of the Division.

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4396 As You Like It—Rosalind's Speech, LITTLEPAPE
Act II, Scene I (Shakespeare) LITTLEPAPE
4397 Twelfth Night—Gordon Scene, WILFRED OAK
Duologue, Olivia and Viola, LITTLEPAPE
Act III, Scene I (Shakespeare) BEATON REES
Richard II. Speech of John of Gaunt, SIDNEY O.
4398 Act II, Scene I (Shakespeare) HARRIS
Tartuffe—Denouement Scene de Mlle. OLIVIA D'AVRI
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NEW ADVERTISEMENTS.

COMMERCIAL UNION ASSURANCE CO., LTD.

DURING the absence of Mr. R. K. HEPBURN on leave Mr. F. W. GARDINER will act as **LOCAL MANAGER** of the Company. [5495]

IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF WILLIAM SCOTT TURNBULL, Late of 98, Nathan Road, Kowloon, in the Colony of Hong Kong, Master-Mariner, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 20th day of November, 1927.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 2nd day of November, 1927.
A. J. O'HONOGHUE,
Solicitor for Executors,
6, Queen's Road Central,
Hong Kong.

SANDAKAN LIGHT & POWER CO. (1922), LTD.

THE FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Head Office, 8, George's Buildings, CHATEAU ROAD, Victoria, Hong Kong, on **WEDNESDAY, 2nd NOVEMBER, 1927**, at 12.30 o'clock p.m., for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ended 30th June, 1927, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & CO.,
General Managers,
Hong Kong, 24th Oct., 1927. [5174]

HONG KONG JOCKEY CLUB.

THE SEVENTH EXTRA RACE MEETING will be held (Weather permitting) at **HAPPY VALLEY** on **SATURDAY, 5th NOVEMBER, 1927**, commencing at 2 p.m. The first race will be at 2.30 p.m.

The Charge for Admission to the Public Enclosure will be \$1.00 for all persons including Ladies, Soldiers and Sailors in Uniform; Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTAS & DAVIS at \$5.00 each up to **FRIDAY, 4th NOVEMBER, 1927**.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00 each. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. [5487]

GOVERNMENT HOUSE.

AN ENTERTAINMENT under the auspices of, and in aid of, the **HONG KONG WOMEN'S LEAGUE**

AND **MINISTERING CHILDREN'S LEAGUE**

Will by kind permission of **H.E. THE OFFICER ADMINISTERING THE GOVERNMENT** be held in the **BALL ROOM** of **GOVERNMENT HOUSE** on **THURSDAY, 3rd NOVEMBER, at 5 p.m.**

TICKETS—Price: \$1.00 may be obtained from

ANDERSON MUSIC CO.
AND
MOUTRIE & COMPANY.

MARY KING,
Hon. General Secretary,
Hong Kong, 25th Oct., 1927. [5455]

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INTIMATIONS.

THE OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD. (OF LONDON).

THE Directors of the above Corporation Notify the following Changes:—
Mr. **ALBERT CHARLTON HALL** is Appointed **MANAGER** of the West End Branch, London, as from 1st JANUARY, 1928, and Mr. **ORRAME DOUGLAS NICHOLL** is Appointed **MANAGER** for China as from 1st NOVEMBER, 1927. [5491]

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ANNOUNCEMENT.

The marriage of Mr. K. K. STAPLEY and Miss M. J. WAREICK will take place at St. John's Cathedral on Monday, November 14th, at 2.45 p.m., with a reception afterwards at the Hong Kong Hotel. All friends are cordially invited. No formal invitations will be issued. [5494]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 2ND, 1927

THE RETURN OF THE POLITICIANS.

The establishment of Governments appears to be a popular pastime with a good many Chinese politicians. A year or two ago the Kuomintang had its headquarters in Canton, and the only recognised division in the Country was that between North and South. Then came the northern expedition and the politicians packed their bags and trekked across country to Hankow in the wake of CHIANG KAI SHEK. The Wuhan cities became for a time the centre of political activity and one result was the virtual surrender of the British Concession at Hankow to EUGENE CHEN, M. BORODIN and his associates "were then in the ascendant and China's policy was to a large extent dictated from Moscow. CHIANG KAI SHEK continued his military successes until Nanking and Shanghai fell into his possession. After that the expedition, which had set out to reach Peking and to unify China, began to waver, and eventually came to a halt. Political dissensions developed. CHIANG KAI SHEK declared that he would have nothing further to do with the Russians who were still paramount. He started a crusade for the "purification" of the Kuomintang of all alien and extremist influences and established a Government of his own in the country's ancient capital—Nanking. This Government for a time attracted a number of the politicians who had previously held office in Canton, while Mr. EUGENE CHEN and a few of his associates continued to shoulder the burden of administration at Hankow. Various attempts were made to settle the differences between the two parties and Hankow, with this

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[50]

end in view, even went to the length of following Nanking's example and cleared out the Russians, but all to no purpose.

Hankow and Nanking, representing in effect two sections of what was formerly Canton's northern expedition are now at war with one another. The civil governments have to all intents and purposes disappeared and all power is in the hands of a few militarists. Mr. EUGENE CHEN has gone to Moscow and now declares, with some measure of truth, that neither Hankow nor Nanking is entitled to speak in the name of the Kuomintang; that, in short, the revolution has failed. CHIANG KAI SHEK forsook Nanking and has gone to Japan to see about getting married and since that time, lacking funds and having no particular objective, the Nanking politicians have been like sheep without a shepherd.

Three years of warfare and the establishment of three governments first in Canton, then in Hankow and subsequently in Nanking has left China immeasurably worse off than she was before. Absolutely nothing has been gained. The northern war-lord, CHANG TEO LIN, is fighting against the Shansi Tapan but this campaign has little to do with the South although the Hankow and Nanking militarists, whilst fighting between themselves are also inclined to take part in the operations, and the consequence is confusion, bad trade and an altogether obscure position along the Yangtze. The only satisfaction to residents in the South is that while all these experiments have been tried and found wanting Canton has been left in peace. But now it is Canton's turn once again. The politicians are coming back like homing pigeons and, according to report, they intend establishing a Kuomintang Government again in the Southern capital.

What a prospect! Is the history of the past three years to repeat itself or have these men learned the lesson which their recent experiences ought to have taught them. Mr. WANG CHING WEI has been in Canton for the last two days. Mr. T. V. SOONG arrived in Hong Kong yesterday. He informed an interviewer that he did not intend to take any active part in Canton politics, but had simply come to visit his friends and would not stay longer than a week. Dr. C. C. WE is expected shortly and it is rumoured that he proposes to re-establish the *Canton Gazette*, the English paper published in Canton, devoted largely to propaganda and formerly subsidised by the Canton Government. The politicians if they remain in Canton and devote themselves to the work of Government may be of great help to the provinces for most of them are men of considerable experience and western training. But it will do no harm to remind them that without their assistance Kwangtung and Kwangsi have made some progress and, at any rate, comparative order has been maintained. If troubles now arise it will be obvious to whom they should be attributed. Confidence in the stability of the Canton regime is essential to commercial prosperity but even as we write comes news that pickets, with special badges to show their calling, are attempting another boycott of British and Japanese goods. Nothing will more quickly undermine confidence than the continuance of illegalities such as these.

Two Chinese cases of enteric fever were reported on Monday. There will be a meeting of the Chinese Chamber of Commerce today at 2.30 p.m. There will be a meeting of the Chinese Chamber of Commerce this afternoon, at 2.30. Among passengers arrived yesterday in Hong Kong by the *Empress of Asia* were Dr. and Mrs. KOCH and Mr. ELTON POTTER, K.C. The 3th annual meeting of the Sandakan Light and Power Company (1922), Limited, will be held today, at 12.30 p.m., at St. George's Building. Among passengers arriving yesterday in Hong Kong by the *Hakusaki Maru* were Dr. and Mrs. E. M. BRAENDLIN and Miss BRAENDLIN, and Lieut.-Col. H. G. GUNN. The Colony had an unusually clean bill of health as regards notifiable disease last week. Only two fresh cases, both Chinese cases of enteric fever, were reported. There were three deaths from that disease. Messrs. Mody & Co. write to inform us that Chaturang Hirasang, who is facing a charge at the British Police Court, Shanghai, of illegal conversion of funds, is not, as we stated in yesterday's issue of the *Daily Press*, a Parsee merchant of Hong Kong. Messrs. Mody & Co. state that he is a Hindoo merchant of Ceylon. As a result of the concert given by the J-pana on October 22nd, at the premises recently occupied by the Naval and Military Y.M.C.A., Kowloon, Mrs. CAPPELL has handed over the sum of \$400 to Mrs. L. A. ROSE on whose behalf the concert was organised. Mrs. ROSE desires to return her thanks to all of those who helped to make the entertainment the great success it was. Representatives of the English and Japanese newspapers were entertained toiffin at the Hong Kong Hotel yesterday by the Japanese Consul-General, Mr. Y. MURAKAMI, in order that they might meet Mr. Daiti, a director of the Associated Press Agency of Japan. Mr. Daiti has been on a business tour in Europe and reached Hong Kong yesterday on his way back to Japan.

The Chinese who was charged with pawing a pair of bangles saying they were gold, was yesterday fined \$100 with the alternative of two months' hard labour.

A goldsmith of Shanghai Street, Yau-mat, has reported to the Police that on Monday he entrusted an assistant with \$100 to come over to Hong Kong to purchase gold leaf. The man has absconded.

Mrs. Tang Shao Yi, wife of an ex-Premier of the Republic, whose home is in Shanghai, is spending a few days in Hong Kong on her way to visit relatives in South China. She arrived yesterday by the *s.s. Empress of Asia*.

A Chinese man of no fixed abode was on Monday taken to the Government Civil Hospital suffering from scalds which he said were received by boiling water thrown from a verandah whilst he was walking along the street.

For speeding at West Point, from Hill Street to Belcher's Street, at six o'clock on a Saturday evening, Michael Lim, the owner of a Harley Davidson, was fined \$15 yesterday. Sergeant Baker stated that the defendant was driving at a rate of 30 miles an hour.

A paper on the "Historicity of Jesus" is to be read by Mr. R. A. D. FORREST at a meeting of the Hong Kong branch of the Rationalist Press Association this evening, at Messrs. Lane Crawford, Ltd. The meeting begins at 5.30 p.m. and the speaker will be prepared to answer questions.

The committee and members of the Shanghai Cricket Club have issued invitations to a farewell dinner to be given to Mr. G. M. BILLINGS, on Saturday, November 5th, at the Shanghai Club. Mr. Billings some years ago won an Interport Cricket match at Hong Kong by hitting a ball from Webster, out of the ground. He was last man in and captained the side.

Mr. Winkie, an employee at the Naval Yard, was summoned for negligent driving before Major C. WILLSON at the Central Magistracy yesterday morning. The incident was said to have occurred on October 20th at Des Voeux Road Central, near the Central Market, another motorist, Mr. THOMAS, of the General Electric Company, appearing as the complainant. He was fined \$7.

There was a lengthy agenda at the Sanitary Board meeting yesterday afternoon. There were 33 items on the agenda, but of these all but two were formal. One of these latter, relating to the re-adjustment of market rents, is reported elsewhere. The other matter was a minute with regard to the leave of the President (Mr. N. L. SMITH) and the appointment of Mr. W. J. CARRE to act as President during his absence.

At the Summary Court yesterday, before the Puisne Judge (Mr. Justice J. R. WOOD), Mr. R. F. STRANGE, whose address was given as the European Y.M.C.A., Kowloon, was sued by the Kowloon Hotel, who claimed the sum of \$140.40, being \$140 for board and lodging, and 40 cents for stamps. Mr. M. W. LO, appeared for plaintiffs. The defendant did not appear, and after evidence had been given that the amount was owing his Lordship gave judgment for the plaintiffs with costs.

FUNERAL.

CAPT. WILSON BURIED AT HAPPY VALLEY.

As reported yesterday, the death took place on Sunday, at the Government Civil Hospital, of Capt. James Wilson, a former master of the *s.s. Lung Kwong* and latterly acting second officer of the *s.s. Chung On*.

There was a small gathering present at the Protestant Cemetery Happy Valley, yesterday afternoon at the funeral. The Rev. G. T. Waldegrave officiated at the grave-side.

Wreaths were sent by Capt. and Mrs. F. Baylis and family, Mrs. Solomon, Miss A. Solomon, Bessie Solomon, Mrs. Nicholas, Messrs. T. A. Nicholas, Charles Nicholas, Freddie Nicholas, A. Mann, Capt. Wilson (Sai Hing Steamship Co.), *s.s. Chung On*, *s.s. Derwent*, and Sai Hing Steamship Co.

LEGISLATIVE COUNCIL.

TO-MORROW'S MEETING.

MR. F. C. JENKIN TO APPEAR FOR THE INDIAN WATCHMEN.

A meeting of the Legislative Council will be held to-morrow (Thursday) afternoon, when the ordinance to make provision for regulating the keeping of dogs and for the prevention of the importation and spread of rabies will be read a first time.

The ordinances which will come up for second reading are the following:—

The Ordinance to provide for the incorporation of the Procurator in Hong Kong of the English Assistant of the Jesuit Order.

The Ordinance to amend the Medical Registration Ordinance, 1884.

The Ordinance to provide for the registration and regulation of watchmen.

It is understood that Mr. F. C. Jenkin will, with the permission of the Government, address the Council on the Bill for the registration of watchmen. As already announced Mr. Jenkin has been briefed by a number of Indians to present their case against this measure.

DOCKYARD EMPLOYEES.

FITTERS OPPOSING CHANGES OF TERMS OF CONTRACT.

Chinese workers in the leading dockyards in Hong Kong are now demanding a readjustment of their terms of employment.

It appears that it has been the practice for many years in most of the dockyards in Hong Kong to let the work out on contract; that is for a superintendent having work to do to call in the No. "One" and assign it to one of them at a certain cost. A No. "One" usually would sub-let the work or part of it to his assistants or foremen, who would then employ men for the job. Practically all classes of workmen in the dockyards, including blacksmiths, cooper-smiths, electricians, moulders, carpenters, joiners, and sawmillers, are employed through the No. "One". Only one other class, the fitters, are employed direct by the management of the dockyards. It is now understood that the fitters' foremen are trying to get all work done on contract.

The fitters are opposed to the proposal and have been holding meetings to discuss the situation.

The fitters fear that, by the contract system of employment, the foremen will get the most efficient workmen at the lowest wage possible when competition is keen.

CAFE REGENT.

A RENDEZVOUS FOR MEALS AND DANCING.

OPEN TO-DAY.

The Cafe Regent which opened to-day occupies the premises in Pedder Street just opposite the Hong Kong Hotel. The premises have been very considerably altered and entirely redecorated. The whole of the ground floor is now opened up to form a large hall where breakfasts, dinners, trifles and teas will be served, and a very charming tea lounge takes up the greater part of the upper floor. The tea lounge will hold sixty well spaced tables and be lit with softly shaded lights, and it is hoped that it will be specially patronised by ladies in search of a refreshing tea served in quiet and pleasant surroundings to fortify them during shopping expeditions.

The aim of the Cafe Regent will be to serve pleasing homelike meals at all hours of the day, and very great care has been given to all the appointments of the cafe, silver, table linen, china, etc., with this ideal in view.

In the rear of the ground floor lounge is the bar which is fully licensed. Dinners are served both on the ground floor and in the gallery between 8 and 9.30 p.m.

The cafe is open from 8 a.m. to midnight and the orchestra will play between the hours of 1 to 2.30, for tea dances between 5 and 6.30, and again from 8 till 12 p.m.

An informal dinner was given last night to which manager, Mr. S. E. Green, invited members of the Press and other European and Chinese friends. During the course of an excellent and well served meal the orchestra rendered several pleasing selections, and our representative was told that they would play classical and operatic music from time to time as a change from the usual jazz.

PRINCE'S BUILDING.

CHANGES HANDS AGAIN.

PURCHASED FOR THREE MILLION DOLLARS.

INCREASE IN VALUE OF \$250,000 IN FIVE YEARS.

An interesting property deal was concluded yesterday by the sale of Prince's Building by the Prince's Building and Land Co., Ltd. to the Hong Kong Land Investment and Agency Co., Ltd. The purchase price is \$3,000,000, which is \$250,000 more than the price the Prince's Building and Land Co., Ltd. paid for the building five years ago. Confirmation of this was received from officials of the two companies by a representative of the *Hong Kong Daily Press*. In recent years the Colony has seen many big property transactions. Jardine's property at East Point, Union Building, the old Post Office Building, Queen's Building and others have changed hands at big sums, but yesterday's deal is the first big transaction since the Strike and Boycott in 1925.

Prince's Building is a landmark to the Colony and, occupies, as is well-known, the block of land bordered by Des Voeux Road Central, Ice House Street, Chater Road and Statue Square. It stands on reclaimed ground and was originally built by Sir Paul Chater and Mr. N. Mody in the early years of this century. Then the heaps were centred in Queen's Road Central, but the new Building very soon attracted business men and since that time it has been occupied by some of the Colony's biggest firms. Sir Paul Chater later purchased the Building on behalf of the Central Estates Ltd., together with Queen's Building, the International Bank Building and others.

For many years it was operated by the Central Estates Ltd., until in 1922 it was sold to Messrs. J.M.S. Nemazee and J. E. Joseph who formed the Prince's Building and Land Co., Ltd. to supervise the management of the many business offices concerned. The value of the shares of this last Company rose after its incorporation, but experienced a sharp decline on account of the Strike and Boycott.

Despite this, however, the property has realised a greater value and now the property has changed hands again at the highest price ever paid for it. The Hong Kong Land Investment and Agency Co., Ltd., the management of whom has been responsible for a great deal of development both in Hong Kong and across the harbour, are the new owners. They own it for the first time, although there is a general misconception that it was they who sold the building to the Prince's Building and Land Co., Ltd. The fact was that the Central Estates Ltd., and the Hong Kong Land Investment and Agency Co., Ltd. were under the same roof.

CONVICTED MAN SLIPS HANDCUFFS.

FOUR MONTHS FOR ESCAPING.

A Chinese coolie who had been sentenced to six months' gaol by Mr. W. Schofield at the Kowloon Magistracy slipped his handcuffs while he was being taken back to the Victoria Gaol.

After a chase he was recaptured and charged with escaping while in custody. Defendant said the Police should be blamed as the handcuffs were so loose that he did not have any difficulty in slipping them off. He was sentenced to an extra term of four months' hard labour.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 5.40 p.m. stated:—

The anti-cyclone has weakened further. It remains stationary over S.W. Japan. Moderate monsoon may be expected over the China Sea.

Local forecast:—East winds, moderate, fine.

TERRIFIC FIGHT FOLLOWS FENG-TIENESE ATTACK ON CHOCHOW.

5,000 SHANSI REINFORCEMENTS TACKLE THE INVADERS.

THE CITY STILL HELD BY SHANSI.

TANG SENG CHI STRONGLY DEFENDING EASTERN HUPEH-BORDER.

Despite the strenuous efforts of the Fengtienese, the Shansi troops still occupy Chochow, and the claim of the Fengtienese that they have captured Yungchiang, just over the Shansi border, still lacks confirmation.

Tang Seng Chi's troops are digging themselves in trenches three deep on the eastern Hupeh border, thus indicating that they intend strongly to defend Hankow.

Nanking troops appear to be making heading in the neighbourhood of Pengpu, so much so that Northern officials there are reported to be evacuating that much distressed city.

STRENUOUS STRUGGLE FOR WUHAN TROOPS DEFENCE OF HANKOW.

(Fah Tei Yat Pau).

SHANGHAI, November 1st. During the Fengtienese attack on Chochow, 5,000 Shansi reinforcements arrived at a point outside the city. They came into immediate conflict with the Fengtienese attackers, who at that time were surrounding the city. Taking advantage of the commotion, the Shansi defenders in the city attempted to break the Fengtienese column with a view to cutting off the Fengtienese line from their rear.

Meanwhile guerrilla fighting is engaged in at various places near Chochow.

As to the war conditions in the Peking-Suiyuan Railway zone, the Fengtienese and Shansi troops are exchanging shots from both banks of the Taiyang River from Chiau-kowpu.

The Fengtienese claim to have taken Yungchiang, within the Shansi border, but so far no reliable source confirms the claim.

The Nanking troops are besieging Pengpu, and a large number of Northern officials have quitted the city for Northern Kiangsu. A portion of the 29th Nanking Army Corps has advanced to the Grand Canal, at the section south of Hanchow.

BRITISH SHIPS FIRED ON.

H. M. S. "CRICKET" RETALIATES.

[NAVAL WIRELESS.]

KIUKIANG, Oct. 31st. The British ship *Lipao* was fired on above Kiukiang. H.M.S. *Cricket* retaliated.

ICHANG, Oct. 31st. The 2nd Army have evacuated Ichang and the 16th Army will be in occupation temporarily, until Yang Sen arrives.

CHONG, Oct. 31st. The controversy over the Salt Canele continues. Elsewhere quiet.

THE 26TH NATIONALIST ARMY.

OFFICERS VIOLENTLY PRO-SUN CHUAN FANG.

SHANGHAI, October 29th. Within the last few days the 26th Nationalist Army, who had been quartered in Chapei and Nantao, have been removed to north Kiangsu. It is reliably reported that the troops were in a state of extreme dissatisfaction bordering on mutiny and the reason for their departure is attributed to that fact, it being thought that a mutiny carried out in north Kiangsu would have less far reaching effects than if carried out in this area.

Officers, and particularly junior officers, are known to have been violently pro-Sun Chuan Fang and it is thought that this army, will most probably attach themselves to Sun's forces. At any rate, before the troops' departure, officers made a point of seeing their families safely evacuated in the French Concession. On Monday last, some 1,500 of the 1st division of the 13th Army were moved to Woonung and about 1,500 of the 9th Army have been quartered in Chapei since Wednesday last.—N.C. Daily News.

ECHO OF A REAL CINEMA TRAGEDY.

PROPRIETOR AND ASSISTANTS SENT TO PRISON.

CONVICTED OF MAN-SLAUGHTER.

[THROUGH REUTER'S AGENCY.]

MONTREAL, Nov. 1st. The Syrian, Ameen Lawand, proprietor of the Cinema burned last January, when 73 children perished, has been sentenced to two years' imprisonment. Two of his employees, also Syrians, have been sentenced to twelve months' imprisonment each. All were convicted of manslaughter.

AMERICA AND MEXICO.

MR. DWIGHT MORROW'S FIRST TASK.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Nov. 1st. According to the newspaper *Universal Grafica*, the first important work which Mr. Dwight Morrow, the new American Ambassador to Mexico, will undertake will be the negotiation of a new Treaty of Amity and Commerce between Mexico and the United States.

ANGLO-EGYPTIAN AFFAIRS.

INFORMAL CONVERSATIONS TO BE RESUMED.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. Sarwat Pasha, the Egyptian Premier, who arrived in London last night from Brussels, where he has been in attendance on King Fuad during the official visit to the King of the Belgians, visited Sir Austen Chamberlain at the Foreign Office this afternoon. He has returned to London in order to resume informal conversations with the British Foreign Secretary regarding Anglo-Egyptian matters which were begun when he accompanied King Fuad to London last July. Sarwat Pasha is staying at the Egyptian Legation.

AN R.A.F. HOSPITAL.

FORMALLY OPENED BY PRINCESS MARY.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. Princess Mary to-day opened a new hospital for the Royal Air Force at Halton in Buckinghamshire. Sir Samuel Hoare, Secretary for the Air, in the course of a speech mentioned that Halton was the biggest Air Force Station in the world and its hospital would be the principal hospital of the Royal Air Force. The building contained 204 beds to which would come not only the cases from Halton but all the cases from other Air Force stations in the country outside the convenient range of naval, military or civil accommodation and also Air Force invalids from overseas.

THE GALWAY FISHING FLEET DISASTER.

FEARED 47 MEN DROWNED.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. It is now feared that the number of men drowned in the disaster which befell the fishing fleet off the west coast of Ireland on Friday night is 47. Two Irish Free State aeroplanes were to-day searching the coast of Galway. Mayo and Connemara for the bodies of victims of the gale. The craft used by the fishermen were rowing boats and they were helpless against the wind and waves. They were manned by crews of from five to eight and when the men set out the weather was fine. Father Quinn, Parish priest of Lachan, listening on his wireless set receiving a warning of the coming gale but the Lachan fishermen were already at sea.

THE FRENCH CAPTIVES.

SOLD TO A NATIVE CHIEF.

HEAVY RANSOM ANTICIPATED.

[THROUGH REUTER'S AGENCY.]

CASABLANCA, Nov. 1st. The Resident-General, M. St. Eeg, states that the captives are now in the hands of a native chief who is friendly to the French, and who bought them from the tribesmen who carried them off. The captives say they are well-treated but very tired of the long larches they have had to make. Apparently, very heavy ransom will be demanded.

THE GERMAN FLIGHT.

COUNT SOLMS RETURNING TO GERMANY.

[THROUGH REUTER'S AGENCY.]

CAIRO, Nov. 1st. Count Solms, companion of Koenig, has arrived in Heliopolis by an Imperial Airways machine. He will spend three days in quarantine and then continue his journey to Germany. (It was reported recently that Count Solms had met with an accident near Bunder Abbas.)

A LONDON-VIENNA TELEPHONE SERVICE.

TO BE OPENED SHORTLY.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. The telephone service between London and Vienna will be opened during the next weeks. Satisfactory experimental conversations have already taken place between officials in the General Post Office in London and the Austrian authorities at Vienna via Frankfurt. Telephone services with Czechoslovakia are contemplated later. The Postmaster-General has given directions for a campaign to be undertaken at once to popularise the continental telephone services. A continental booklet giving details of overseas services has been prepared and canvassers will to-morrow begin to business firms who are users or potential users of the telephone between England and various continental countries.

It is pointed out that the telephone services to the Continent will be greatly assisted by underground cables which have now been laid between Cape Griznez and Paris. Formerly overhead wires between the French capital and the coast were liable to damage in stormy weather.

SOUTH AFRICAN FLAG.

THE KING EXPRESSES HEART-FELT SATISFACTION.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. In the South African Union Parliament this afternoon a message from the King was read expressing heartfelt satisfaction at the settlement of the flag controversy and trusting that a spirit of conciliation and goodwill might continue to animate all parties and unite them for the common weal.

YPRES DAY.

HOW IT WAS OBSERVED IN LONDON.

[BRITISH WIRELESS SERVICE.]

Ypres Day was observed in London to-day. Princess Beatrice laid a wreath at the base of the Cenotaph bearing the inscription "To the glorious memory of 200,000 British who fell in the Ypres Salient, 1914 to 1918, from the Ypres League." Another wreath was laid by the High Commissioner of Australia. Later Princess Beatrice went to Westminster Abbey where she placed another wreath on the tomb of the Unknown Soldier.

MR. AMERY IN SOUTH AUSTRALIA.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. Mr. L. S. Amery, the Dominions Secretary has conferred with the Cabinet of Victoria, Australia. The chief subjects under discussion were migration and the encouragement of the use of Australian products in Britain.

CHICAGO'S MAYOR.

ANTI-BRITISH MOVEMENT RIDICULED IN U.S.A.

IGNORANCE AND BIGOTRY.

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 31st. The reception of "Big Bill" Thompson's "America first" foundation, has been hardly enthusiastic. Speaking at Chattanooga, Dr. John Neal, the principal counsel for the defence in the famous "monkey" trial at Dayton, said that if the Tennessee legislators and the organisation of the Mayor of Chicago were to amalgamate, they would attract to their banner "all the forces of ignorance and bigotry in the country." The poet and author, Mr. Vachel Lindsay, declared that Mr. William Thompson does not talk "United States," but talks "the gutter jargon of the steerage passenger." [The above refers to threats by Mayor Thompson, of Chicago, to burn all pro-British books, as well as other activities in his campaign "to keep King George out of Chicago."]

WOMAN AVIATOR AND HER CREW.

A CHERLESS "DAWN."

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 31st. The aeroplane "Dawn," in which Mrs. Grayson was to have flown across the Atlantic to Denmark, and which returned after three attempts, is now at Curtiss Field, Long Island. Differences have developed between Mrs. Grayson and her pilot, Stultz, who declared that he was "through with flying blind over the ocean." Mrs. Grayson is also at loggerheads with her navigator, Goldsbrough.

BLASCO IBANEZ.

THE SPANISH NOVELIST AT MENTONE.

[THROUGH REUTER'S AGENCY.]

PARIS, October 31st. A message from Nice says that the novelist Blasco Ibanez is staying at his villa near Mentone. It will be recalled that he was reported the other day to have placed himself at the head of Catalan insurgents who had crossed the border from France into Spain.

SOVIET TREATY WITH LATVIA.

RECIPROCAL-TARIFF CONCESSIONS.

[REUTER'S AMERICAN SERVICE.]

Moscow, October 31st. The presidium of the Central Executive Committee of the Soviet Union has ratified the Soviet-Latvian treaty of commerce, providing for reciprocal customs reductions on certain exports.

FINLAND AND ALLEGED SPIES.

ALLEGATIONS AGAINST A WOMAN.

[THROUGH REUTER'S AGENCY.]

HELSINKI, Oct. 31st. The Finnish counter-espionage service has arrested three women and two men who are accused of carrying on Bolshevik propaganda in the army, and also with collecting military information. It is alleged that Eva Sasse, one of the women, was long employed as one of the Cheka's trusted representatives in Finland.

"MAFALDA" SURVIVORS GO HOME.

A TOUCHING SEND OFF.

[REUTER'S AMERICAN SERVICE.]

Rio de Janeiro, Oct. 31st. There were scenes of great emotion when the survivors of the crew of the liner *Principessa Mafalda* embarked on the steamer *Conte Verde* for Italy. A large crowd of Brazilians and Italians at the docks cheered the crew. The Italian Ambassador in a speech paid a high tribute to them. The passenger steamer *Principe Udine*, which has arrived here, dropped a wreath on the spot where the *Principessa Mafalda* sank.

MEXICO'S POLITICAL BANDITS.

STILL ATTACKING EACH OTHER.

WHY THEY DISLIKE U.S. MARINES.

[REUTER'S AMERICAN SERVICE.]

MATAGUA, Nov. 1st. The "Conservative" bandit chief had 70 out of a party of 80 he was leading killed when he was attacked by the Liberal bandit chief with 200 followers. There is much dissension among the bandits owing to the presence of American marines in all the larger villages which prevents the former from rounding up their usual rich booty and pillage.

U.S.A. AND TAX REDUCTION.

THE FINANCE SECRETARY'S PROGRAMME.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, November 1st. Mr. Mellon has recommended to the Ways and Means Committee of the House of Representatives that the prospective tax reduction should be limited to 235 million dollars. In view of the 635 million of last fiscal year and the prospective surplus of 455 million dollars in the current fiscal year, this figure is lower than was expected.

Mr. Mellon insisted that the amount of reduction must be determined by the surplus available in 1929, which he estimated at 271 million. Mr. Mellon's programme included a reduction in the Corporation Tax from 15 to 12 per cent, with an exemption from taxation of income derived from American bankers' acceptances held by foreign and central banks of the issue. The Finance Secretary was opposed to any change in the remaining war-time excise and in miscellaneous taxes.

MEDICAL DISCOVERY.

NEW FORM OF ANTISEPTIC.

[BRITISH WIRELESS SERVICE.]

RUSSIA, October 31st. A statement is to be made on Thursday by Sir Alfred Mond, Chairman of the Imperial Chemical Industries, concerning a new medical discovery. This is understood to be a new form of antiseptic which in the opinion of Sir Alfred Mond and those associated with him, including many medical men, is destined to revolutionise the use of antiseptics in surgery. Striking results, it is said, have been obtained by direct injection into the bloodstream.

THE ATTEMPT UPON GREEK PRESIDENT.

GREECE TO FIGHT COMMUNISM.

[THROUGH REUTER'S AGENCY.]

ATHENS, October 31st. After the attempt by Goussios, who is a Communist, on the life of President Condouriotis, the Government is determined to fight with all its forces against Communism, so as to ensure the security of the State against subversive elements. It is understood that the Government is asking to be supplied with the text of the American law, which has been operating for some time, and thanks to the application of which, Communism is said to be practically non-existent in the United States at present.

INDIAN RAILWAY WORKERS.

THREATEN A BIG STRIKE.

[THROUGH REUTER'S AGENCY.]

KHARAGPUR, Oct. 31st. A special session of the All-India Railwaymen's Federation, which has been considering the situation created by the retrenchment scheme of the Bengal-Nagpur Railway, under which 300 employees were discharged consequent upon the closing of the workshops, and also the contemplated retrenchment of other railways in India, passed a resolution urging the Bengal-Nagpur Railway Union to consider the possibility of a strike, and if it fails to bring about a satisfactory settlement within a week, the general council should declare a general strike of the railways in India within a fortnight, with a view to averting the proposed retrenchment.

ITALY, FRANCE AND TANGIER.

STATEMENT BY SIGNOR TITTONI.

FRANCE'S CLAIM UNRECOGNISED.

[THROUGH REUTER'S AGENCY.]

Rome, Nov. 1st. Signor Tittoni, President of the Senate, in a statement to the Press declared that the claims of France to Tangier had never been recognised by anyone. Tangier did not belong to the French Zone of the Shereefian Empire, which was the subject of the Franco-Italian Agreement of 1919.

He recalled the Notes that had been exchanged between himself and M. Briand, in which the French Government declared that despite the war, nothing had altered with regard to the rights enjoyed by Italy by virtue of her adhesion to the Franco-German Convention of Nov. 4th, 1911.

Signor Tittoni claimed that this confirmed that Tangier had been excluded from the zone in Morocco, with regard to which French rights had been recognised.

CEYLON AND MALAYA RUBBER.

THE PERCENTAGE FOR THIS QUARTER.

[THROUGH REUTER'S AGENCY.]

LONDON, October 31st. It is officially announced that the percentage of the standard production of rubber exportable at a minimum rate of duty from Ceylon and Malaya, for the quarter beginning November 1st, will be 60.

PRESIDENT COOLIDGE.

WILL HE BE RE-NOMINATED?

[REUTER'S AMERICAN SERVICE.]

New York, October 31st. According to the *New York World*, after a canvass of members of the Republican National Committee, the governing body of the Republican party, it is disclosed that strong sentiment favours the re-nomination of Mr. Coolidge for a third term of the Presidency.

OBITUARY.

FORMER NEW YORK EDITOR.

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 31st. The death has occurred of Mr. Hart Lyman, former editor of the *New York Tribune*. (Mr. Hart Lyman was born in Connecticut in 1851, the son of a clergyman and was educated at Yale, Berlin, and Heidelberg, and then studied law at Minneapolis. He was editor of the *Yale Literary Magazine*, then taught at school, and later took up professional journalism, joining the staff of the *New York Tribune*, on which he served from 1878 to 1913. He succeeded Mr. Whitelaw Reid as editor-in-chief in 1903, and resigned in 1913.)

FOUNTAIN PEN DAGGER.

ARREST MADE BY RUSSIAN.

SINGAPORE, October 29th. The daring way in which armed robbers go about their work is well known in Singapore. Yesterday evening, however, three Chinese armed with daggers tempted fate a little too much when they proceeded to hold up a Tamil in front of a European boarding house, near a lamp-post in River Valley Road.

Orisk For The Police. Luckily a Russian gentleman, who prefers to remain anonymous, was in his room in the boarding house at the time. Hearing cries of "mata, mata," he looked out and saw what was happening. Getting his revolver he rushed down and out on to the drive.

The robbers, however, heard him coming and took to their heels. Nothing daunted the gentleman followed. On coming to a turning two of the robbers ran down a side street, but the other kept straight on.

Revolver Fired. Thinking that the two men were hiding and were going to pounce on him, as he passed the pursuer fired his revolver in the air. The effect was that the man in front of him stopped, and the pursuer at once arrested him and handed him over to the police.

Inspector Smith made certain inquiries which resulted in his arresting another of the alleged robbers this morning. When searched one of the men was found to have a dagger in the shape of a fountain pen. The two arrested men will be charged with attempted armed robbery.—Straits Times.

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Model "96" 5 Seater Coach—
G. \$1,000.

SEE THIS CAR!

Study the specification and put the Car to any test you wish. You will realise that, although you may buy many more costly cars, you cannot get better value for your money than a "Whippet" offers you.

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HONG KONG. Kowloon.

THE HONG KONG DAILY PRESS, WEDNESDAY, NOVEMBER 2nd, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Too Many Danger Signals—General Motors and Ford—Advantages of High Power—
Striving for Motor Refinements—Motor Car Competitions.

WILLYS-KNIGHT.

MODEL "70" 8 CYL. DOUBLE SLEEVE VALVE.

TOURING CAR—G. \$1,600.

THE CAR THAT NEVER WEARS OUT.

An Owner writes: "My Willys-Knight has gone 140,000 Miles and has never given one minute's trouble. This car has had very hard usage and every mile I became anxious to see just how it was wearing inside, so I had the pan taken off. The sleeves were perfect as was every other part of the engine, which showed no wear at all."

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MOTOR NOTES.

RECENT RECORD FLIGHTS AID TO MOTOR SALES.

While many schools of aviation are reporting a large influx of students since the triumph of the trans-oceanic fliers, Mr. F. B. Walker, General Sales Manager of the Franklin Automobile Company of Syracuse, N.Y., U.S.A., reports a similar impetus in sales of the Franklin air-cooled motor car since the first epoch making flight. Mr. Walker points to the recent records in aviation as final proof of air-cooled engine efficiency.

THE AIR COOLED PRINCIPLE.

Telegrams from all Franklin dealers show a strong tide setting in for the air-cooled principle. Many sales have been traced directly to the record flights, customers stating that they had been influenced to a large extent by the aviators' choice of air-cooled engines in their planes.

3 CENTS A MILE.

It cost Mr. M. W. McClure of Dallas Texas (U.S.A.), just three cents per mile to drive his Franklin touring car 8,020 miles in a 90 day trip recently made over Texas and Louisiana. In his detailed expense record, Mr. McClure included washing, storage, all service charges, tire depreciation and repair, and insurance.

WORLD MOTOR CONGRESS.

The Prince of Wales has consented to become president of the World Motor Transport Congress which will take place at the Savoy Hotel under the organization of the Society of Motor Manufacturers and Traders on November 14th, 15th, and 16th. Delegates from all parts of the world will attend.

Among the subjects to be discussed are: Road construction and improvement in relation to the development, efficiency and economy of road transport. Motor transport as an instrument of development of world resources.

The necessity for co-operation between road and rail transport. The development of motor-vehicles suitable for service on bad roads and for cross-country use. The improvement of facilities for international travel by road. Fuels and fuel supplies for road motor vehicles. The congress will be held on the eve of the Commercial Motor Transport Exhibition which will be held at Olympia from November 17th to 23rd.

MOTOR CAR COMPETITIONS.

WILL THEY REVIVE?

Motorists are hoping that the recent appointment of Sir George Beith, D.S.O., of the Dunlop Rubber Co., Ltd., as president of the Society of Motor Manufacturers and Traders will lead to a revival of interest on the part of this body in motor-car competitions.

It will be remembered that last year the association placed a ban on various important competitions as far as the trade was concerned. This policy was severely criticised by the more up-to-date firms who consider that competitive work is essential to progress.

Sir George would be the first to confess that his own company owes a great deal to motor trials and races.

A special experimental department is kept at Fort Dunlop to look after the interests of motor-racing drivers.

The staff is kept continuously busy making tyres which will stand the strain of ever-increasing speeds, and with a large measure of success.

Most of the world's speed records and great races in recent years have been won by cars shot at Fort Dunlop. In these circumstances Sir George is likely to sympathise with any endeavour to re-establish competitive motor racing in Great Britain.

TOO MANY DANGER SIGNALS.

WHY NOT A "ONE LANGUAGE"?

[BY JOHN PRIOR.]

Following up the article which we published last week in our Motoring Notes, Mr. John Prior writes in the *Evening Standard*:

"Last week I stressed the necessity for making some kind of a start towards the building up of a really sensible and simple rule of the road, by means of these flashing, light-houses, which should alone take the place of every other form of danger signal."

By an odd coincidence, about the same time, the news came that the German Government has decided that all forms of road warnings should be of uniform pattern throughout the various States. I think that we should go several better than the practical German in this matter, and I feel confident that if the light-house scheme were adopted, other countries would follow suit, and the way comfortably paved to international road signs.

A reader, commenting on my proposal, writes to me: "I imagine that your light-house scheme could not be put into effect all at once and that experiments would have to be made mile by mile, or, if you like, district by district, or county by county, so you will still for a long time fall very short of your ideal of standardisation. Your light-houses would be the only warnings in Kent, but would be conspicuous by their absence in Oxfordshire."

That is certainly so, but I see no reason to be discouraged. All reforms have to have a beginning, and the condition of our road traffic today is such that I really believe it is capable only of improvement.

Lighthouses Alone.

There are now only about 30 of those lighthouses, which I take as an example of the kind of thing most likely to solve the problem of the rule of the road, and to diminish the number of cross-roads and blind corner accidents, being tried by the authorities in the whole of the country. Most of them are in the neighbourhood of London. I quite agree with my critic's objection, but the experiments have to be made, and I should like to see one made at once on a big scale.

I should like to see a good stretch of really important highway "signalled" throughout by lighthouses, and by light-houses alone. Any road will do which carries heavy traffic and has plenty of side-roads turning into it. The road from London to Birmingham, for example, would be an excellent one, or from London to Folkestone or Southampton; or an inter-urban road, like Bristol to Birmingham, or Manchester to Sheffield, or any other artery between heavily populated manufacturing centres.

I would have all other warnings removed—red triangles, notice-boards, signs, reflectors, and all the complicated and variegated paraphernalia which are now stuck up by local authorities, most of them without reference to the plans of their neighbours.

I am quite certain that if such an experiment could be made—and the cost would be light compared with the majority of other experiments connected with traffic—the immediate result would be taken by all local bodies, and the most important result of such an experiment would be that those local authorities, persuaded of the success of the scheme, would themselves set about making their own roads as safe.

I feel convinced that this light-house scheme would make a very wide appeal to those who are responsible for the proper conduct of local traffic, and that they would be only too glad to come together and agree upon the standardisation of better signals. They would, I feel sure, receive every sympathy from the Ministry of Transport, and the Ministry could not but look with a sympathetic eye upon any scheme which would be likely to straighten out the tangle in which traffic on our roads has now become involved.

The Ministry of Transport has probably got one of the worst jobs of any Ministry in any Government, and that job, unless something is done on these lines, will get much worse very soon. They have come in for a good deal of abuse during the past few years, some of which has no doubt been deserved, but on this question, at (Continued on next Column.)

GENERAL MOTORS AND FORD.

NO FIGHT BETWEEN THE TWO CONCERNS.

WHAT IS HAPPENING?

While every newspaper in the world has been speculating on the coming titanic struggle for supremacy between Henry Ford and General Motors Corporation, a strange thing is recorded to have happened at Milford, Michigan.

Recently, it is stated, a number of editors of motoring publications visited the General Motors plant, and upon the occasion they were addressed by Mr. Alfred P. Sloan, Jun., president of the corporation. In the course of his remarks he intimated that General Motors had decided not to fight Mr. Ford's new motorcar if Mr. Ford does not invade the higher-priced motorcar field.

This strikes us as a somewhat remarkable statement when it is remembered that Mr. Ford's chief competitor has been the General Motors' product, the Chevrolet car, and also when it is borne in mind that Mr. Ford is already in the higher-priced motorcar field with the Lincoln.

Statements have also appeared in the American papers to the effect that General Motors were laying plans to meet Mr. Ford's new challenge with a new Chevrolet.

Mr. Sloan now says, according to cables, that if the past is any indication of the future, the new Ford motorcar will appeal to the great mass of the people. It must meet present conditions, but the basic idea is likely to be the same. This is a somewhat cryptic utterance. Hitherto there has been no suggestion of the "basic idea" being the same as the old Ford; on the contrary, all the has been published has related to a new model which was to be entirely redesigned, model T being scrapped.

Another statement of Mr. Sloan's that has not to be considered is that General Motors is in a position quite different from Ford. Its idea is to make a motorcar of greater luxury than the Ford, properly belonging to the next higher-priced class.

What has happened during the long delay in producing the new Ford? American papers dated round about September 15th state that the Ford announcement is still six weeks or two months away. If that be true, it would bring the date of the appearance of the new Ford in America near to the time announced for the introduction of the car to the British market.

Has something occurred in the meantime to bring about a rapprochement between the two opponents? It would appear to be possible, in reading between the lines, to find reason for supposing that something of the kind is on the tapis, if it has not already happened.—*North China Daily News.*

any rate, they need sympathy and practical help far more than criticism.

The Englishman's Way.

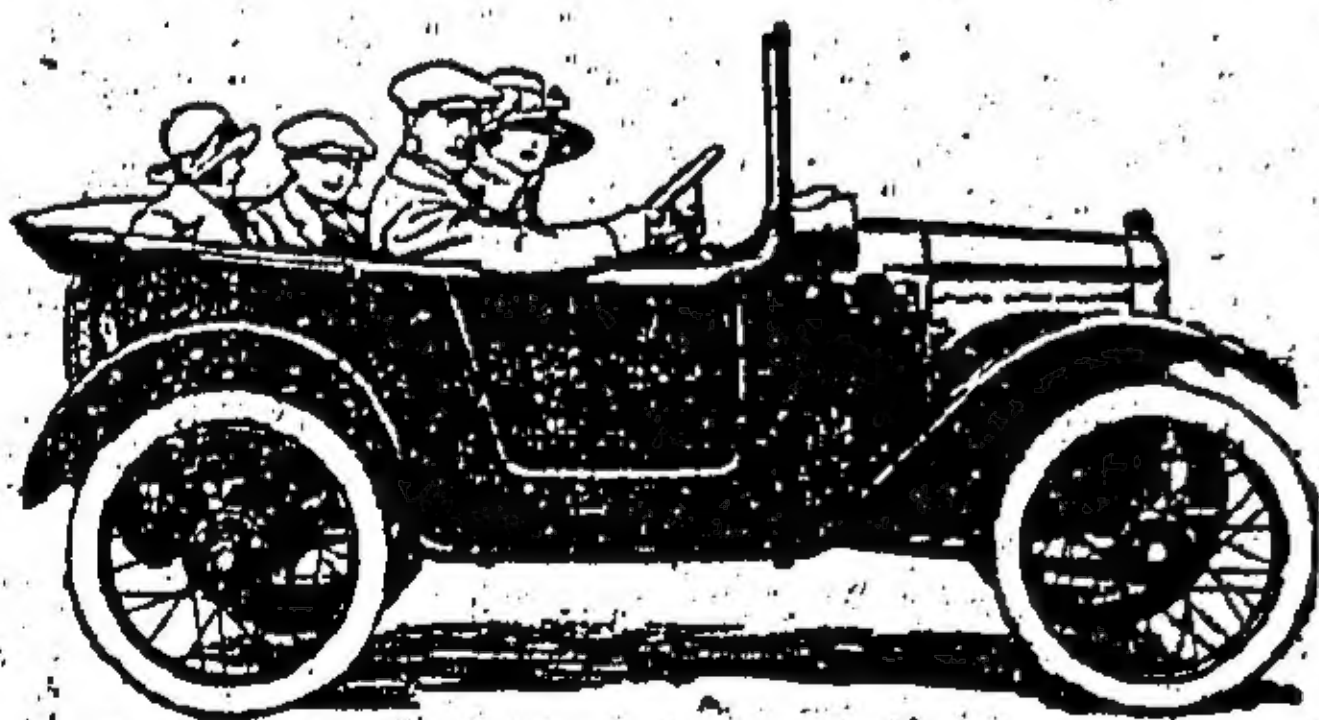
It is for this reason that when a scheme is set afoot for the standardisation of danger signals, it is of the first importance that these responsible for it should take particular pains to enlist the active sympathies of local councils. As I pointed out in my last article, your average Englishman is an extraordinarily sensible fellow when it comes to the making and keeping of regulations. Many of the clauses of the existing traffic laws are of a sort which would long ago have caused other nations to rebel, but the common-sense Englishman, while grumbling incessantly, can always be trusted to make the best of the worst, and to realise that it is his own interest which is at stake. All he wants is clear evidence that this or that innovation is going to make him more comfortable as he travels about his lawful purposes. Once he is convinced of that, he will peacefully set to work to have that innovation put into force.

Let us have a real working model road, the signals on which are properly standardised. Let us have nothing but those lighthouses with their green and orange messages (and their very rare red ones for specially dangerous warnings), and let there be only one language written and understood on the King's Highway. At the worst it would not—it could not possibly—be worse than it is now. At only a little better, it would be the safest road in England, if not in the world.

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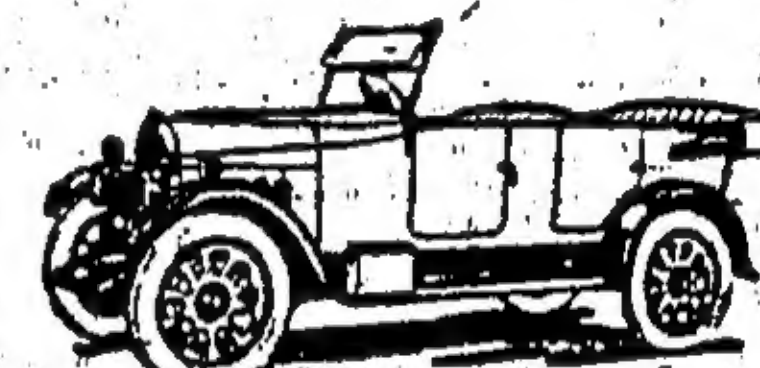
[A.R.C.]

Humber

Built for Satisfaction Overseas

THE product of one of the oldest Car Manufacturers in the United Kingdom, the Humber 9/20 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.

9/20 H.P. 2-3 Seater with Discy Seat
9/20 H.P. 4-Seater Tourer
9/20 H.P. 4-Seater Saloon
14/40 H.P. 2-3 Seater with Discy Seat
14/40 H.P. 5-Seater Tourer
14/40 H.P. 5-Seater Saloon
14/40 H.P. 2 Coupe with Discy Seat



5-20 H.P. 4-Seater Tourer.
Other Models of 20/55 H.P.
Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES: The 3-49 H.P. O.H.V. is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of such strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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MOTURING NOTES

(CONT'D.)

ADVANTAGES OF HIGH POWER.

TO MEET ALL CONDITIONS.

To many motorists the rating of a hundred horse-power or more brings immediately an idea of almost prohibitive operating cost, a car heavier than is necessary for even the greatest degree of riding comfort, and speed which can seldom be used.

In a recent statement by Mr. H. J. Lennard, President of the F. B. Stearns Company of Cleveland, Ohio, U.S.A., we find a purpose for motors of this type, and also the fact that, strange as it may seem, this high power capacity does not necessarily mean excessive operating cost.

In an automobile which would qualify for the luxury class of motor cars," says Mr. Lennard, "an engine capable of developing a high rate of power is essential. A hundred horsepower rating does not mean that this is required for ordinary driving conditions, any more than a rated speed of 85 miles an hour can be used consistently.

"To the individual who purchases a motor car such as the new Stearns-Knight eight in line, design so that it may truly be called a luxury car, an engine with a hundred horsepower rating provides flexibility and a flow of power to meet all conditions or emergencies. In crowded traffic it is adequate to take advantage of any opening in the line of cars. Out on the country highway it meets a need for instant and full response in order to 'clear' a careless driver cutting in from a side road or attempting to pass another car without giving any attention to cars coming from the other direction. Under conditions such as these, the reserve power developed by a motor such as our Knight double sleeve eight in line engine gives those in the car a sense of security and confidence which is one of the factors of luxury motoring.

"Under all ordinary driving conditions there is a reserve power which is not needed nor is it reflected in any great degree in the operating cost, as the costs for fuel and oil are no greater than for cars of far lower rated horsepower.

As a matter of fact, the reduction of friction to a minimum, the finer workmanship possible in a custom-built car as compared with methods necessary in the so-called 'production' cars, result in a greater degree of efficiency in fuel consumption and lubrication. It is in these factors that cars, such as the Stearns-Knight, have gained their position.

MOVEMENT FOR GOOD ROADS.

SHANGHAI RESIDENTS ASKED TO SUBSCRIBE.

MORE FOREIGN SUPPORT WANTED!

The mysterious question, "Will you be one of the first one hundred?" will appear on a large cream-coloured envelope which will be received to-day and to-morrow by hundreds of foreign men and women in Shanghai, says last Thursday's *N.C. Daily News*. In the envelope there will be found a small booklet, entitled "Foreigners and the Good Roads Movement of China," and an appeal to be one of the first 100 foreigners to join the National Good Roads Association of China.

It has been announced by the Chinese officers of the Good Roads Association that the names of the first 100 foreign men and women to join will be placed on an honour roll and inscribed in the permanent records of the organization to remain there perhaps, for hundreds of years.

"Does it appeal to your sentiment?" the circular inquires, "the thought of having your name on such an enduring roll? If so, send in your application and cheque to-day by air mail or registered letter to Haskins & Sells, 4, Kiukiang Road, who have kindly consented to act as treasurers for the Foreign Team." There are three classes of membership open to foreigners, which range in price from \$1 to \$100:—

Class of Membership	
Ordinary	8
Special	1
Assisting	10
Approving	20
Maintaining	50
Honorary	100

The committee suggests \$1, \$5 and \$10 memberships for individuals, and \$20, \$50 and \$100 memberships for firms and organizations.

Little Foreign Support.

In an article in the booklet on the relation of foreigners to the National Good Roads Association of China, Mr. Verne Dyson, chairman of the foreign team, says:

"When someone asked the question as to how many foreigners had joined the Good Roads Movement of China in the last six years the answer brought out a surprise. The association has 122,000 Chinese members. Thirty-two foreign individuals or firms have joined. So it is 35 in 122,000!

"Not all of the 32 foreigners are functioning. Mr. P. P. Whitman, Mr. H. B. Lane, and several others have left China—perhaps never to return. Patstone is dead. I have been unable to identify several foreign members because of missing initials. We have Mr. Willbur, Mr. Pinkard, and Dr. Tongu. There are, however, some familiar names of existing individuals and firms, such as:

Mr. T. C. Britton, Mr. J. B. Powell, Mr. H. O. Hahagen, Mr. J. A. Thompson, Mr. N. E. B. Ezra, Prof. H. P. Shastri, the Standard Oil Co. of New York, the Asiatic Petroleum Co., Dunlop Rubber Company, and the Auto Castle."

The booklet gives the history of the Good Roads Movement in China, the objects of the organization, a detailed account of the actual accomplishments of the association in the last six years, including the number of miles of roads, built in the various provinces, the names and addresses of 25 motor-bus companies that have been organized under the influence of the association, the names of the various cities where old walls have been demolished to make way for good roads, the names and addresses of the 47 branch offices of the Movement throughout China, an audited financial statement, an English translation of the constitution, several charts, and a letter from Mr. David W. K. Au, of the Sincere Co., and the captain of one of the 25 Chinese teams, to Mr. Dyson, giving six reasons why foreigners should join the Good Roads Movement. Special attention is called to the following part of Mr. Au's communication:

A Chance For Good-will.

"The Good Roads Movement gives our foreign friends an opportunity to show their good-will and friendly feeling towards the Chinese by their interest and co-operation. At a time like this when Sino-foreign relations are so strained, a step in this direction would work wonders toward healing the strain."

Dr. C. T. Wang, former Premier of China, is president of the National Good Roads Association. The captains of the Chinese teams include the more prominent officials and merchants of Shanghai territory. The foreign team is composed of representatives of the various foreign nationalities, and of the different social, professional and commercial interests, including both men and women. The annual canvass for new members began with a banquet on October 16th, and will continue for four weeks.

A "TOMMY" ON CHINA.

SOME SHREWD RUMINATIONS.

THE CHINESE, THE BOLSHIES AND THE CONCESSION.

Having got as far as Singapore in the Transport *Karmala* a "Tommy" thus unburdened himself to a *Strait Times* reporter on the subject of things Chinese:—

"Well at first it wasn't too nice with them Chinese taking liberties that we were not allowed to notice. But later on it wasn't too bad you know."

"Those Concessions, they are the most funny things going. They don't half give you a chance to wriggle through if you get nipped. If you were a Frenchman now, and did something wrong, you have only got to cough up that you were born in British territory, and they'd have to hiko you back."

"The Chinese were not so bad when first we landed you know. I am not talking of the soldiers—the ricksha boys and all that, you know. Well when first we landed they used to reckon we were master. We could get a ride for 10 cents. Now if you pay 10 cents they scowl at you."

"It's squeeze all over. They charge you a dollar a bottle of beer, and if it's a dance you have to pay to go in. They have just made their fortune the cabaret people and that, in Shanghai and Hong Kong, these 12 months."

The Sikh Police.

"The Sikh policemen in China, they do enjoy holding up the traffic. I have watched 'em, and when there's tons of others waiting you still see him waiting for a few from the other way."

"The best policemen are the French half breeds, they slip along fine. You see, being half French, they understand the French, and the Chinese part of them understands the Chinese."

The Bolshies.

"We shall have to fight the Bolshies, soon enough, but the trouble is, we shan't know whom to fight. You see all of them are not Bolshies, and some of them are natural folk, just like us."

"Look at the Russian Volunteers in Shanghai. A fine lot of chaps, and smart too. Now, they are not Bolshies."

"Do you know, when I was leaving Home, one of my pals said, 'How long do you think it would last?'"

"Well, I told him, 'it will last just as long as it would take us to fight the Russian propaganda with our propaganda.'"

A Funny Sort Of Bird.

"And we have done that pretty well now. You see, the Chinese is a funny sort of bird. He believes the first man who gets him. The Bolshies got him first, but he took up with all their bunkum. Of course, that made our job all the harder. But we are through now I think."

"It was the only way. You see we couldn't possibly fight them, not unless we were forced to. It would have been a shame—laughing. I would have called it, not fighting. Because the Chinese simply do not know the first thing about fighting. A gun is put in their hands and they fire it. But when it comes to hitting you, why that's another matter. So you see, we simply had to start in and educate them, same as the Russians had done it—only the Russians gave them poison and we gave them a good old British shoving."

"Live in Shanghai! Not for a King's pension! Why the richest man there is a prisoner. He dare not put a foot outside that queer concession."

WHERE ILLNESS PAYS BEST.

BENEFITS FOR HULL TRAMWAY EMPLOYEES.

London, Oct. 5th.

Hull is a place where it pays to be too ill to work, in consequence of a decision given by the Superannuation Committee of the Corporation.

The local tramwaymen are now working 40 hours per week, but consequent upon the retention of the general strike volunteers, their wages were reduced. They then claimed sickness benefits on the basis of the 48-hour week fixed by the National Joint Industrial Council.

Their claim was rejected by the Tramways Committee, and the matter was carried to the Superannuation Committee, where the Town Clerk pointed out that the Superannuation scheme provided for the payment of full wages for a month's sickness, therefore the men, when sick, would receive more than when they were working.

The chairman ruled that the acceptance of shorter hours was a temporary expedient, which did not relieve the Corporation of the responsibility of paying the benefits guaranteed by the scheme.

THE DANCES OF AUTUMN.

NO FOREIGN NOVELTIES IN THE PROGRAMME.

The new dance season, according to reports from New York and Paris, is to descend upon us with some remarkable innovations to rejoice the hearts and imperil the feet of dancers. The new season always does. We have already been told that the Yale—a British-born dance of somewhat doubtful antecedents—is to be our own contribution to the ballroom, and now New York says we are also to dance the "Kinkajou" and the "Dixie Stamp."

Frankly, I do not believe it. According to rumour, the Kinkajou is a typical American novelty, too typical to be Anglicised over here. It contains "a strut step, little side steps, a twinkle step, and a heel step in open position." What is their new in this? Unless these movements are combined in some peculiarly striking way, absolutely nothing. I gravely wonder whether we shall hear any more about it. I hope not.

The Dixie Stamp.

Consider the Dixie Stamp, how it goes. We have had the Stamp before, but then it was just the Stamp, and was permitted to pass quietly into oblivion. Now it is the Dixie Stamp, which is infinitely more serious. For Dixie is the home of much American 1922 sentiment, and people are always wanting to go back there. When we come to examine it we find that it is a mixture of Charleston and Black Bottom—a compound which our own ballroom dancers have been taking in large draughts for nearly a year! In short, we are not amused. English ballroom dancing, from the point of view of style, is considered by experts to be the finest in the world. It now appears that we can teach America something in up-to-date invention also. This is the only new thing to be said about the Dixie Stamp.

Turning to Paris, I find another invention destined to incur destructive criticism. M. Peters, a name not familiar to me, has brought out a new dance notation, consisting of a sort of Morse code of dots and lines and circles, and even circumflex accents for dancers to follow, "every step being recorded with its accompanying musical note." Thus, you see, dancers can read off new measures like a musical score, and the inventors of new dances, it is claimed, can at last obtain some form of copyright for their work.

Paris, however, is not so novel in this matter of dance prescriptions after all. Ballet notation is well known, to begin with, and for some years teachers of ballroom dancing in this country have been prolific in the production of diagrams designed (without the music, it is true) to compel dancers along the true and peculiar line of progress. I rather fear that we shall receive M. Peters' invention with the same remark as that made by a famous Chancellor of the Exchequer, when first he set eyes on the decimal system: "What are all these damn dots?"

Conservative England.

We are far likelier to see changes in our own dances than to greet with effusion importations from abroad. English dancers are beginning to suspect new American steps, much though they owe to them, and I observe a similar attitude among London playgoers, if report is right, toward American plays. At a well-known hotel they tell me the fox-trot and slow Charleston will be danced; but that the latter is declining in popularity. The musical director here also says that dancers are preferring quieter and more incisive music, and this, it seems, is likely to be a feature of the new season's dances. It is certainly time the soft pedal was introduced.

We must not imagine, however, that the fashionable quarter of London is a complete reflection of dancing tastes and movements, though there is no doubt whatever that this is where English dancing is made. A suburban teacher with whom I was recently discussing dance prospects, gave it as her opinion that people were abandoning the Charleston and taking to the Black Bottom dance, and in this I think she was right. The mistake the West End teacher makes is in assuming that a change in style, or the arrival of a new dance, has out to be mentioned to be received as true, and logically followed up by the entire British public forthwith.

But we shall have to study the music and psychology of ballroom dancing more thoroughly before this attitude can fully justify itself. There is too much "toning-down" and polite modification in our dancing, which simply means that we are cultivating steps unsuited to our particular tradition. The leader of a well-known London dance orchestra declares that it is almost impossible to play American music to English ears, so violent is the transposition from one style to the other.

If this is so, it is fortunate there are no foreign novelties in the autumn programme, and that dancers and musicians can be merry in peace.—*Evening Standard*.

FORD OWNERS

YOU ARE CORDIALLY INVITED TO VISIT THE SERVICE STATION OF ANDREW HARPER & SON, LOCATED ON CHATHAM ROAD, HUNG-HUM, AND INSPECT THE NEW REPAIR EQUIPMENT AND TOOLS RECENTLY INSTALLED. THIS EQUIPMENT IS BEING HANDLED BY EXPERT FORD MECHANICS WHO ARE CAPABLE OF TURNING OUT REPAIR WORK OF THE HIGHEST ORDER.

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CRICKET.

R.A.F. BEAT QUEEN'S.

On the Kowloon Cricket Club ground yesterday, the Royal Air Force beat the Queen's Regiment by 5 wickets. Batting first the Queen's declared at 140 runs for 9 wickets of which Lieut. Ford contributed 61, hitting 10 fours. Brave was successful in taking 7 wickets for 37 runs. The Air Force passed their opponents' total for the loss of 5 wickets. Capt. Robertson who scored 50 played a very stylish innings and found the boundary eleven times.

Queen's Regiment.

Pte. Underdown, b. Brace, 13
Pte. Clarke, c. Dale, b. Brace, 6
Lieut. Elliot, b. Brace, 20
Lieut. Ford, c. Watkins, b. Dale, 61
Capt. Bingham, c. Dale, b. Reeks, 1
Lieut. Kealy, not out, 4
L/C. Stretton, b. Brace, 2
C.S.M. Haffridge, b. Brace, 0
Capt. Haggard, c. Watkins, b. Brace, 12
L/C. Standen, c. Robertson, b. Brace, 13
Extras, 6
Total (for 9 wks., dec.) 140

Bowling Analysis.

O.	M.	R.	W.
L/C. Miles did not bat.			
Dale	5	0	21
French	6	1	11
Brace	11.3	3	33
Reeks	8	1	34
Robertson	1	0	7
Stretton	1	0	18

Royal Air Force.

Lieut. Hunt, b. Miles, 2
A.C. Stretton, c. Standen, b. A.C. Stretton, 41
Capt. Robertson, c. Ford, b. Stretton, 39
W. Brace, b. Stretton, 0
Lieut. Dale, not out, 20
Lieut. Hale, b. Miles, 1
Extras, 11
Total (for 5 wks.) 143

Lieut. Henry, A.C. Reeks, Lieut. Henning, A.C. French, and Sgt. Watkins did not bat.

Bowling Analysis.

O.	M.	R.	W.
Bingham	7	0	18
Miles	9.5	1	50
Clarke	4	0	29
Stretton	7	1	23

I.R.C. "B" v. C.S.C.C.

This league match will be played on the I.R.C. Ground at 3 p.m. sharp on Saturday, the 5th November.

I.R.C.—Sirdar Khan (Captain), M. P. Madar, O. Humjahn, I. Hassan, H. Pridam, V. T. Miao, U. T. Thad, D. Mohammad, A. Rahim, H. Nazarin, S. A. Hussain.

HOCKEY.

CLUB SECONDS DEFEAT "TAMAR."

Playing at King's Park yesterday, the Club and XI defeated a hockey team from H.M.S. *Tamar* by four goals to one.

The only goal scored by the sailors came in the first half when the Club led through Pritchard and Sampson. The Club increased their lead after the interval, the Rev. Murray adding two more goals.

FAREWELL PRESENTATION.

There was an interesting gathering at the Hong Kong Football Club when members of that organisation and the China Athletic Association joined in a presentation to representatives from vessels of the First Cruiser Squadron.

The presentations took the form of a rose bowl and a cigarette case, these being handed over by Mr. H. M. McTavish and received by Lieut. Fleming of H.M.S. *Profisher*.

OLYMPIC GAMES.

PROVISIONAL RULING AS TO FOOTBALLERS.

LAUSANNE, Oct. 31st. The Executive Committee of the International Olympic Committee has decided to authorise members of the International Football Association to participate in the Amsterdam Olympiad and the St. Moritz winter games, pending the decision of the forthcoming Congress. A necessary condition is that no footballer shall receive an indemnity, but the salary lost may be made good to any employer who would otherwise refuse to pay a player during his absence.

GOLF.

ROYAL HONG KONG GOLF CLUB.

The St. John of Jerusalem and British Red Cross Trophy played for at Fanning (1st-11st October) on Monday was won by Mr. J. S. MacLaren.

The scores were:
J. S. MacLaren 82-12=70
F. A. Richmond 79-7=72
T. S. Whyte Smith 82-10=72
H. F. Hosham 80-8=71
J. L. Sheehar 84-9=73
A. E. Lissaman 80-11=75
F. Cowherd 83-18=75
T. Ramsay 89-14=77
E. D. Matthews 85-9=75
T. D. E. Pendered 81-3=78
63 cards were taken out.

FOOTBALL.

THE LEAGUE POSITIONS.

The Hong Kong Football League tables, including matches played on Saturday, and points awarded to the R.A. Reserves and the Moslem Club for matches cancelled by their opponents, are as under:

Senior Division.

P.	W.	D.	L.	F.	A.	Pts.
Chinese Ath.	3	5	0	13	1	10
Recreio	4	3	1	9	4	7
Scotts Guards	6	3	1	11	6	7
R.O.S.B.	4	2	2	9	7	6
R.A.	3	3	0	10	5	6
Police	7	2	1	4	8	5
Queen's Regt.	4	2	0	8	4	4
Kowloon	3	2	0	3	7	4
S. China	6	1	2	3	18	4
Club	4	1	0	3	14	2
R.A.F.	0	1	5	4	12	1

Junior Division "A."

P.	W.	D.	L.	F.	A.	Pts.
K.O.S.B.	5	5	0	23	1	10
Chinese Ath.	5	4	0	12	8	8
St. Joseph's	5	3	1	7	10	7
Recreio	3	2	1	9	11	6
University	5	1	2	4	5	4
R.A.	4	2	0	2	4	4
S. China	3	1	2	2	7	4
Kowloon	3	1	0	4	7	2
Club Res.	4	1	0	3	2	2
S. China "A"	3	1	0	4	15	2

Junior Division "B."

P.	W.	D.	L.	F.	A.	Pts.
Kung Woo	4	3	0	18	6	8
St. Joseph's	4	2	0	14	8	8
Chinese Ath.	3	2	1	0	13	6
S. China "B"	4	2	1	1	5	7
Moslems	3	1	1	1	3	3
Boy Scouts	4	1	0	3	9	1
S. China "A"	2	0	1	2	3	1
Kowloon	4	0	0	4	12	0

CORRESPONDENCE.

ARMISTICE DAY FOOTBALL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—The selection of the "Rest" team for the Charity Match on Armistice Day, United Services v. the "Rest," does not appear well balanced, and, as a suggestion I think that the team as under will take a lot of beating:

Clarke; Wynne, Xavier; Remedios, Hudson, Lam Yik Ying; Tsan, Si, Gusano, Suen Kam Shun, Brown.

Yours faithfully,

A FOOTBALLER.

Hong Kong, Oct. 31st, 1927.

RUGBY FOOTBALL.

Club v. The Royal Engineers.

This game takes place at the Happy Valley Rugby Football Ground this afternoon at 3.15 p.m. sharp.

Club—S. M. Garrard; A. E. Pritchard, E. W. Bingham, G. F. H. Bichard, G. F. Lammert; A. W. Summers, M. G. Mills; T. L. Foster, H. F. Akehurst, J. B. Kealy, F. H. Traves, M. G. O'Connor, P. L. P. Thomas, H. G. Williams, A. R. Cox.

BOXING AT SOUTH CHINA A.A.

IRON BUX TO APPEAR THIS EVENING.

An exhibition of Western boxing will be given at the South China Athletic Association, China Building, this evening, when several well known local exponents will appear before a Chinese gathering.

The programme will be:
1. Iron Bux (Middle Weight Champion of the Orient) v. Mr. Mead (Welter Weight). (Four rounds.)
2. Young Jefferies (weight 115 lbs.) v. Hui Kam Cheong. (Four rounds.)
3. Ali Kow (Weight-Fly) v. Mr. Stevens. (Four rounds.)

CLAIM AGAINST EUROPEAN LADY.

A TENANCY DISPUTE.

ALLEGED VERBAL AGREEMENT.

A claim for \$380, being three months' rent in respect of No. 48, Nathan Road, was made against M. J. Rowe, of Nathan House, by the landlord of the premises, Lau Yick Cheuk, at the Summary Court yesterday before the Puisse Judge (Mr. Justice J. R. Wood).

It was stated that the police broke into the premises, while they were unoccupied, in a search of stolen property believed to have been hidden there.

Plaintiff alleged that a verbal agreement was made whereby defendant agreed to take over the premises, and the keys were handed to her representative. While admitting that preliminary negotiations had taken place, defendant denied having entered into an agreement.

Plaintiff was represented by Mr. F. G. Vaux and Mr. J. M. d'Almeida Remedios appeared for the defendant.

Mr. Vaux said that the premises were let to Mrs. Rowe as from April 1st, as the result of a verbal arrangement between plaintiff and Mrs. Rowe on or about March 20th, when Mrs. Rowe's "boy" acted as interpreter, and in accepting the keys defendant agreed to pay the rent for April on the 15th of that month. Application for the rent was made on this day but in spite of this and other applications none had in fact paid. Defendant had not in fact occupied the premises but no notice of termination of the contract had been given and it was plaintiff's case that such contract was not terminated until the landlord himself gave notice on May 28th that the contract would cease on April 1st. During the period from April 1st to June 1st, plaintiff claimed that defendant was liable for payment of rent at \$120 a month.

Plaintiff, in the witness-box, denied that his wife had carried on the negotiations and that it was indicated to her by Mrs. Rowe through the "interpreter" that the house was not wanted. He had had to break into the house when he wished to hand it to other tenants because the defendant had the keys.

It was denied for the defence that the keys had been handed over and the reason given for the house not being locked was that the police had broken into it.

His Honour adjourned the case until Friday in order that police evidence may be taken as to the alleged raid on the house, and also evidence as to the extent of some whitewashing which was done.

"DRAGONS" ENTERTAIN.

CONCERT AT THE SEAMEN'S INSTITUTE.

A concert given at the Seamen's Institute Theatre last night by "Dragon Limited," a party of entertainers from H.M.S. *Dragon*, was thoroughly enjoyed by the audience.

Admission was free, but a collection was taken in aid of charities.

The programme, which was of a varied character and received much applause, was as follows:

Over: "The Bohemian Girl," The Band.

Song: "Don't let them scrap the British Navy," A.B. Searle.

Intermezzo: "In a Monastery Garden," The Band.

Song: "Arise, O Sun," E.R.A. Holloway.

Duet: "Torpedo Jim," A.B.'s Goddard and Marion.

Song: "The Coffee Stall," A.B.'s Montier, Fielder, Bad-daley and Sig. Dennis.

Selection: "Chu Chin Chow," The Band.

Song: "Aint it Nice," A.B. Fielder.

Sword Swinging: A.B. Anchors.

Song: "Belong's Love Song," E.R.A. Holloway.

Song: "A Tio of Sports," A.B.'s Searle, Fielder and Bad-daley.

Fantasia: "The Lightning Switch," The Band.

THE CHESS DUET.

ONE MORE DRAW.

[REUTERS' AMERICAN SERVICE.]

BUENOS AIRES, Nov. 1st. The 22nd game between Alekhine and Capablanca has been drawn after 89 moves.

ALLEGED BAD BUILDING.

FEES FOR INSPECTING THE FOUNDATIONS.

DISPUTE AS TO LIABILITY.

A case of some interest, concerning payment of fees to a local firm of architects for inspecting the foundations of a house, which was alleged by the owner to have been badly built, was heard in the Summary Court yesterday afternoon, before the Puisse Judge (Mr. Justice J. R. Wood).

Messrs. Hewitt and Siu, Architects, sued Ng Sum, a partner in the firm of Ng Hing Co., for \$450, due for professional services.

Mr. J. T. Prior appeared for plaintiff and Mr. E. S. C. Brooks for defendant.

Mr. Prior explained that the case arose as a consequence of a contract of May 24th, 1924, which was admitted. This was made between the defendant, a partner in the Ng Hing Co. and Tak Cheong of the Tak Cheong Co. and certain owners and three brothers on the other part. It would appear that the contract was chopped by the two men mentioned, and also by their firms.

This Mr. Prior claimed made both firms liable.

It was at first proposed to build a brick house and the contractors were the Ng Hing Firm. Subsequently it was decided to build the house with concrete. The firm of Tak Cheong then came in as joint contractors, going into partnership with the Ng Hing Firm.

The defence said Mr. Prior might claim that the Tak Cheong Co. did the work, and were therefore liable for plaintiffs fees, but as a matter of fact defendant was in partnership with the Tak Cheong.

Mr. Prior explained that on the completion of the contract there was a complaint that the building was not in conformity with the plans and that the foundations had been badly made. The contractors came to plaintiffs on February 13th, 1925, and requested them to inspect the foundations in question, which were uncovered for the purpose, and also to prepare drawings to show the alleged deviations from plan contracted for.

Mr. Hewitt giving evidence in support of Mr. Prior's opening mentioned that he was a partner in the plaintiff firm up to a short time ago.

Shown some accounts, he agreed with His Worship that the Tak Cheong firm was responsible.

Another witness stated that the plans were supplied to Tak Cheong and were ordered by two men named Leung of that firm. Witness said he was told that owing to the financial unsoundness of the Ng Hing firm the proprietor wanted the Tak Cheong firm to join him.

Witness agreed with Mr. Brooks that Ng Hing did not do any of the actual work on the site. It was all done by Tak Cheong.

The defendant stated that he originally entered into the contract to build houses in Hollywood Road, but as he had a great deal of work to do, and Tak Cheong had very little, he turned over the contract to Tak Cheong.

He admitted that the contract bore both the signatures of the Ng Hing and the Tak Cheong. His firm did none of the building of the houses.

He said he had never ordered any plans from Mr. Hewitt, nor had he authorized anyone else to do so. He said he had no connection with the Tak Cheong.

In answer to Mr. Prior defendant said the only pecuniary interest he had in the building was a commission from Tak Cheong of a little over five per cent.

Mr. Prior:—Did not Tak Cheong disappear as a firm, owing a lot of money?—I don't know.

Asked why he turned over the contract to Tak Cheong without knowing anything about his financial stability, and asked if he realized that if Tak Cheong failed with the contract it might cost him (defendant) \$50,000 to build another house, the defendant replied that according to the contract it was for Tak Cheong to do the work properly.

Defendant denied that the two firms went into partnership over the contract.

His Lordship commented that he had no doubt the defendant was liable for something, and that he was a partner under the contract. The order for the plans was given to the plaintiffs and if the defendant's partner did not pay, the defendant was bound to pay.

He considered that what he had to decide was what was a reasonable charge. He gave judgment for the plaintiff for \$220 with costs, exclusive of the cost of particulars.

THEFT FROM A GODOWN.

THREE CHINESE CHARGED.

Three men were arrested by the Police on a charge of having broken into the godown of the China Provident Loan and Mortgage Co. and stealing slabs of antimony. One of the men in trying to escape from custody broke his leg and was removed to hospital.

Yesterday before Mr. R. E. Lindsell at the Central Magistracy two men were charged with the offence. They blamed the third man saying that as he was an employee of the godown, they only acted on his instructions.

Mr. Lindsell: Do you think that is any excuse? You are full-grown men, not children. If anybody told you to commit a murder, would you do it?

First defendant: But Kwok Ho is an employee of the godown and he employed us as coolies.

Mr. Lindsell adjourned the case against these two men until November 3th.

CONSTABLE AND HAWKERS.

FINED FOR ASSAULT WITH BAMBOO POLE.

A fight between an Indian constable and a Chinese hawker was described to Mr. W. Schofield at the Kowloon Magistracy yesterday.

According to a passer-by, Mr. A. Salmon, it appears that when he came to Nathan and Peking Roads, he saw a crowd of Chinese in the midst of which a hawker was using a bamboo pole on a constable. A European came along and relieved the hawker of the pole, but the latter caught hold of the constables' collar instead and began to punch and kick him.

The defendant was convicted, and on the charge of crying his wares in prohibited areas was fined \$2.

On the count of assaulting the constable a further fine of \$25 was imposed.

DOGS TO RACE ON CARPET.

NOVEL SCHEME FOR STAMFORD BRIDGE GROUND.

A novelty in greyhound racing is promised at Stamford Bridge, Chelsea, next year. The dogs will not run on grass, but on carpet, specially laid down for the racing.

Mr. J. A. Meares, the owner of the ground, and one of the directors of the Chelsea Football Club, who is responsible for the scheme to introduce greyhound racing at Stamford Bridge, told the *Evening Standard* that nothing would be done in adapting the ground for greyhound racing that would effect the facilities for either football or athletics.

No Injury To Other Sports.

"I am greatly interested in football and in athletics," he said, "and I should not go on with this scheme for greyhound racing which, by the way, will be quite a private syndicate and not a public promotion, as has been stated in some quarters—if I thought that by doing so I should injure either of the sports with which I have been associated so long."

"The playing field will not be touched, nor will the cinder running track which circles the football area. The dogs will run on a special carpet, which it will be possible to lay down or to take up in two or three hours."

"The greyhound season will not clash at all with football, and arrangements will be made so that it will not interfere with the athletic meetings which have been so popular a feature of the summer at Stamford Bridge."

Dog Tonics Illegal.

"If any person shall administer, or cause to be administered, for the purpose of affecting the speed of a dog, drugs or stimulants internally, by hypodermic or other methods, they shall be warned off all recognised tracks, and a notice to this effect is to be posted in a conspicuous place in all training kennels."

The Racing Committee of the Greyhound Racing Association, which has just concluded an inquiry into the question of the administration of tonics to greyhounds by the trainers, unanimously agreed that the above rule (41A) of the Racing Committee Rules of the G.R.A. fully covered the matter, and decided to draw the attention of all trainers to it.

UP-COUNTRY IN SHANTUNG.

TURNIPS GROWING ON A MOTOR ROAD.

OTHER PARTS SOWN WITH WHEAT.

The following notes on a cycling trip just concluded through western counties may be of interest to your readers, says the Chongtun correspondent of the *F.C. Daily News*. Starting after breakfast, a bee line was made for the motor road, on which traffic of the motor variety ceased in this spring, and traffic by cart and wheelbarrow commenced. As a consequence the road has been ruined. Some enterprising farmers have planted turnips at intervals, and one with greater faith has sown a section of the road with next spring's wheat. At other places cross tracks have been made and the earth piled up high on either side. To crown all the cyclist has to contend with a peculiar kind of thorny weed, which grows all over the surface.

Another Motor Road.

A new motor road is nearing completion running from Tainan to the sea at Yangchiakou, a distance of 180 miles. The surface looks nice and clean just now, but the road is scarcely wide enough for cars to pass.

The road bordering the south bank of the Yellow River running east and west of Tainan is in good condition. I suppose the lightest dust to be found in the world must be those of the men in charge of some of the stations on this road. About nine o'clock one car goes up, and about three o'clock another car comes down. In each case another official solemnly blows a whistle to start the car, and the day's work is done.

Prohibition Of Opium.

Proclamations were posted at each county town with the ostensible object of prohibiting the smoking of opium. The actually realised object, however, is the licensing of opium smokers. The rule is one man, one lamp, which like a railway ticket is not transferable. It is even rumoured that opium is to be grown in some parts of Shantung shortly as a method of raising revenue. At various centres the magazine and poster just issued by the Chinese Anti-opium movement were encountered. The well meant efforts of this Society are to be commended, but propaganda alone will not free China from opium.

Some of the Government schools in the county towns have very few pupils, one I heard of with only seven.

Great efforts are made by parents who send their children to Mission Schools. I wonder if the children appreciate it all. No wonder a Chinese book says, "You never chide your own son."



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Pres. Grant... Tues. Nov. 8th, 6 a.m.
Pres. Cleveland... Tues. Nov. 22nd, 8 a.m.
Pres. Lincoln... Tues. Nov. 14th, 6 p.m.
Pres. Madison... Tues. Nov. 28th, 8 p.m.

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Pres. Grant... Nov. 8th, 6 p.m.
Pres. Lincoln... Nov. 14th, 6 p.m.

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Pres. Madison... Nov. 28th, 8 p.m.

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THE SEA CAREER.

DEMAND FOR A HIGHER STANDARD.

REPLIES TO LORD INCHCAPE'S RECENT STRICTURES.

[BY CAPT. SELWYN M. DAY, C.B., R.N.R. (Nautical Advisor to the Court of Appeal).]

The ship under sail—loisely progress, oil lamps, tinned food, rare shore communication—compared with the ship under steam and modern equipment affords a contrast unexampled in the lives of those engaged in any other calling; for he is remembered that the ship is the home, as also the office of the professional seaman, and the ship is his school. Herein lies the problem. Does the present school suffice our needs?

Four years are the legal qualifying term that must be spent in the deck department before a candidate may sit for an officer's certificate. These four years may be spent in the cabin or the forecastle. The subsequent examination, judged by modern educational facilities, is of a comparatively low standard, and, in any case, it is of a lower scale than obtains in most countries if not indeed any other.

Indiscriminate Entry.

There is no medical examination other than for eyesight, but even in this respect a candidate could pass the Board of Trade examiner if blind in one eye. If a candidate fails to pass he may try, try again, for neither is there an age limit. In fact, never was entry into any profession or trade less discriminating. The half, the deal, and blind (if of one eye only) are passed by the Board of Trade as competent to man the bridge and control the manoeuvres of any ship.

The obvious result is that Great Britain has a superabundance of certificated officers. This much and little else the present school guarantees, and the officers of above a mediocre standard, such as the passenger-carrying companies insist upon, are evolved by the enterprise of a few of the shipping companies themselves, without which Great Britain would possess a fleet of ships manned by those of a physique and intellect fit for Germany, Sweden, Japan, Holland, and Denmark would consider unfit for an executive officer.

Sail and Steam Compared.

In what respect may the earlier school (sailing-ship) have been superior? The ship under sail, both trained and eliminated, forty per cent. dropped out before completing the preliminary four years' service. A medical examination was unnecessary, and the 60 per cent. survivors were subsequently educationally tested to a standard at that date superior to that of foreign competitors. Moreover, the life in such a ship breeds discipline out of necessity of teamwork and co-operation in the daily routine. Over 50 per cent. of wartime shipmasters were trained thus.

Foreigners in the past came to our schools to learn. "None come now. The reason" is best given in the words of the late Lord Mersey, whose experience in shipping casualty inquiries is well known. In 1913 he said: "I should like officers to be trained under the German system." On the other hand, the steamship is the antithesis of the sailing-ship, and tends to eliminate those who prevent the stagnating mental effect of four years' unconstructive manual labour with the eventual prospect of being but one in an endless queue of officers seeking appointment.

The reactions of acknowledging no element as undesirable for officers' status are manifold—poor discipline, pilfering of cargo, and an ever-increasing proportion of a class of personnel susceptible to trade unionist practice. The decay of Australian and United States shipping can be traced to this cause.

Desirable Changes.

What change is to be recommended. In the first place we should surely require at least the standard set by foreign competitors. The best-built and best-manned ships of whatever nation will out-travel others in international competition. The standard is therefore competitive and not that of a generation past.

The Board of Trade is charged with "facilitating the making of apprentices to the sea." The Board of Trade have by default permitted our legal standard to become the worst in Europe, if not in the world, and a fund of self-complacency is needed to assume, because the British Merchant Service did so well under an up-to-date system formerly, that with an effete alternative some racial quality will nevertheless produce equally high results.

It is impossible, when inviting public attention to the deplorable condition of our sea-training, to omit reference to the special responsibilities entailed in the event of further national emergency. The Senior Service and the Merchant Service have been since 1918 as if insulated against exchange of information and suggestion that might prove mutually beneficial. The Royal Naval Reserve the live link has been reduced to some 60 per cent. of its (Continued on next Column.)

AGRICULTURAL CREDITS IN ENGLAND.

SCHEME BEING EXAMINED.

UNIONIST REPLY TO CRITICS.

LONDON, Sept. 29th.

At the Unionist Party Conference at Cardiff next week, suggestions are to be brought forward for the relief of agriculture, one of the proposals being the provision of long and short credit schemes for the industry. Promises have already been made on behalf of the Government that the provision of credits for farmers will be dealt with by legislation next year. For some time now officials have been busily engaged on the details of the proposal. These are necessarily of a complicated character, involving discussion with banking interests.

This subject of credit for agriculture was laid down as a principle of Unionist policy in a White Paper issued in February, 1926. In that year the Government were on the verge of reaching an agreement with the banks for the working of a credit system. The coal stoppage intervened, and it became out of the question for the time being that followed for the City to listen to new proposals of the kind. In addition, it has been found that any plan for long-term borrowings for agricultural purposes is handicapped by the fact that both the Socialist and Liberal parties have put forward proposals relating to nationalisation.

In spite of these difficulties, the Government are going forward with their plan, and it is hoped to produce a scheme which will provide credit in sufficient volume and at a reasonable rate of interest.

In connection with attacks on the Government's agricultural policy, Unionist headquarters at Palace Chambers, Westminster, have just issued a booklet, entitled "Agriculture," which provides a vigorous reply to critics. It deals exhaustively with the pledges given by the Government to the industry, and shows how these have been fulfilled. Particular attention is devoted to the complaint that Safe-guarding duties have not been applied to agriculture. A condition of the imposition of such a duty is that serious unemployment exists in an industry, and careful inquiries, it is stated, show that there is no real unemployment among agricultural workers.

pre-war strength, although the continuity of the Empire's life must periodically depend on an instant and efficient co-operation of the two executives.

It is clear that merchant officers need instructions in their ship's armament. This instruction might be dovetailed into the period of normal preparation on shore for a higher certificate. Evolution of the duty of merchant ship defence from the naval to merchant officer, and the logical sequence of instruction must follow.

Promotion Delayed.

Mr. T. W. Moore C.B.E., secretary of the Imperial Merchant Service Guild, writes on the subject as follows:

Lord Inchcape states in his article that the conditions of employment and the likelihood of advancement in the profession of a navigating officer, are "attractive," but he does not go into any facts and figures.

The truth is that the seafaring profession is hopelessly overstocked with officers, and we continually see many most painful cases of officers, both young and old, looking round for months and months to get something to do.

Young fellows with second mates' certificates have been turned out at the average rate during the years of 1921-23 of very nearly 1,000 per annum, the annual average of all grades passing during those years being 2,134.

This means that, apart from the other grades, there are practically 1,000 new officers, entrants to the profession every year, when there is certainly no room for them. It is time that those contemplating putting their boys to sea should know of this, for boys, when getting their certificates, do not automatically get an officer's position, which Lord Inchcape would appear to imply.

Waiting For Command.

So far as the big lines are concerned, and especially under present conditions, an officer, need not expect to be in command for anything under a quarter of a century, and there are many officers in liners to-day well over the age of 50 who see no hope of commands for the time being, whilst their pay is certainly not more than meets the expenditure entailed upon them. Indeed, in the case of many officers, it is sometimes difficult to know how, if they are married, they do meet it. To attain a command so late in years means no opportunity of saving, although unquestionably the pension schemes in the big companies are a redeeming feature.

The whole position presents many difficulties, but I think that it would be to the best interests of all concerned, whether it be the ship-owners or the navigating officers, that, to boil the situation down, the sea life should offer much greater "attractions" and that there should be some reasonable limitation on the supply of navigating officers.—Sunday Times.

PASSENGERS.

Arrivals.

Per R.M.S. *Empress of Asia*, on November 1st:—Mr. E. H. S. Evans, Mrs. A. J. V. Kern, Mr. W. V. M. Koch, Mrs. Koch, Mr. J. T. Marriner, Miss M. Manuk, Mr. E. Potter, Mr. C. J. Van Soest, Mrs. Van Soest, Mr. D. Waddell, Mrs. Waddell, Miss B. I. Waddell, Comd. C. B. Hartford, Mrs. Hartford, Mr. H. W. Kent, Mrs. E. Stone, Mr. J. S. Landolt, Mrs. J. S. Landolt, Mrs. Landolt, Mr. P. Tester, Mr. E. E. Beckwith, Mr. R. J. Abbott, Mr. Wm. W. Burrell, Mr. A. N. Bourne, Mrs. Bourne, Miss E. Brooks, Miss D. Brooks, Mr. R. C. Burditt, Mrs. Burditt, Mr. H. Costa, Mrs. S. H. Dutton, Mr. T. H. Eddy, Mrs. O. R. Hannou, Mr. C. C. Heyl, Mr. J. W. Meador, Mr. E. A. Mackay, Mr. C. G. Mackie, Col. H. D. F. McGeehan, Mrs. M. N. Paterson, Mr. C. A. Pool, Capt. T. W. Pickard, Mrs. Pickard, Mr. John Yym, Mr. R. B. Roxburgh, Mr. W. R. Tooley, Mrs. E. A. Warner, Mrs. M. H. Whitman, Mr. E. H. Wolfenden, Mrs. Wolfenden, Capt. E. D. C. Wolfe, Mrs. Wolfe, Mr. W. Watkinson, Mr. E. Stone, Mr. E. Barclay, Mrs. J. S. de Barcelon, Mrs. J. Jansuy, Master J. Jansuy, Mrs. E. Favis, Miss E. Gannah, Mr. C. E. A. Popp, Dr. J. del Rosario, Mrs. Rosario, Miss R. Geisenberger, Mr. R. S. K. Irvine, Mr. W. B. O. Middleton, Mr. M. V. Kottler, Mrs. Kottler, Mr. A. J. W. Ashby, Mr. J. J. Brooks, Mrs. Brooks, Mrs. A. Beames, Miss A. Baines, Mr. F. D. Mahony, Mrs. Mahony, Capt. A. G. Harsant, Mr. U. Sallie, Mrs. R. B. Gardner, Mrs. Gardner, Mr. W. T. Bartlett, Mrs. Bartlett, Mr. C. C. Crisler, Mrs. E. Greiner, Miss J. Judah, Mrs. L. M. Remedios, Miss T. Remedios, Mrs. B. S. Anderson, Mrs. S. W. Anding, Mrs. J. K. Boles, Mrs. E. H. Furth, Mrs. J. W. Haines, Mrs. J. P. Hodges, Mrs. T. T. Latzeva, Mr. W. A. La Mountain, Mr. F. E. Muller, Mrs. G. B. Sherwood, Mrs. P. Seymour, Miss M. R. Smith, Mr. R. Sweetland, Mrs. L. J. Webb, Master W. C. Webb, Mr. R. Belmont, Mr. J. Borja, Mr. A. Burgen, Mr. P. E. Confesor, Mr. E. J. Grace, Mr. V. L. Jorgenson, Mr. D. Menchen, Mr. P. Sarmiento, Mrs. Sarmiento, Miss C. Sarmiento, Miss C. A. Wheeler, Miss T. Harland, Miss K. Nilson, Mr. G. Kobayashi, Mr. John D. James, Mrs. James, Miss R. James, Master P. James, Mr. G. Odier.

Per s.s. *Hakozaki*, from London and ports, on November 1st:—Mr. Hong Kong, Dr. E. M. Brandt, Mr. K. Brandt, Miss T. Brandt, Mr. J. P. Dow, Mrs. A. W. Dow, Lt.-Col. H. B. Guinn, Mr. H. Hunter, Mr. W. Hingene, Mrs. J. T. Morgan, Mr. S. W. K. Pepper, Mr. R. Sparks, Mr. J. Thomson, Mr. O. Buat, Mrs. E. Baal, Master K. Baal, Dr. E. Chabry, Mrs. Chabry, Mr. E. Collins, Mr. H. Frank, Mrs. D. Frank, Mr. T. C. Hardy, Mr. J. Harries, Mrs. C. Harries, Mr. W. Hendry, Mrs. M. Hendry, Miss P. Hendry, Mr. A. F. Holland, Miss M. L. Holland, Miss B. Holland, Mr. Jones, Master D. R. Jones, Mr. J. M. Lag, Mr. F. H. Lowe, Mr. G. J. W. Morgan, Mrs. A. M. Morgan, Master Morgan, Master G. A. C. Morgan, Master R. D. Morgan, Mr. J. Cless, Mrs. M. B. B. Peck, Miss B. S. Peck, Mrs. H. A. Brune, Mr. E. Ring, Mrs. M. Ring, Mrs. L. M. Strang, Mr. M. P. Overton, Mr. E. Sugden, Mr. P. Tagelsen, Mr. E. S. Thellessen, Mr. K. C. Van Teyn, Mrs. Yuki Van Teyn, Mr. Ernest Wurster, Mrs. F. E. Kew, Miss G. E. Kew, Mrs. E. S. N. Dodd, Miss V. M. Dodd, Master R. A. Dodd, Master A. J. Dodd, Mrs. J. W. Fisher, Master J. W. Fisher, Miss M. V. Fowler, Mr. A. Lalage, Mr. R. C. Martin, Mr. E. K. Parker, Miss P. Priddy, Mr. Y. Riku, Mr. N. C. O. Skoutrop, Miss J. M. Walker, Miss B. Young.

Departures.

Per A.M.L. liner *President McKinley*, for Seattle via ports, on November 2nd:—Mr. James G. Anderson, Mr. D. S. Corpron, Mr. John Enger, Mr. C. T. McClellan, Mr. George Vitt, Mr. C. H. Varkevizer, Mr. F. V. Xavier, Miss R. Harada, Miss Dunbar, Master Jas R. Howey, Mr. H. B. Beukers, Mrs. A. A. Anderson, Mrs. D. S. Corpron, Mrs. M. Kane, Mr. D. W. Murphy, Mr. William A. Laffin, Miss Jenn Anderson, Mr. C. A. Bower, Mrs. H. F. Marshall, Mr. G. Mita, Mrs. D. Johnston, Mr. L. Dunbar, Mr. E. B. Howey, Mr. S. W. K. Popper, Mr. L. Andell, Mr. Charles T. Boyce, Mrs. A. L. Dordinski, Miss Laura Major, Mr. Curtis H. Nance, Major Charles Eric Bone, Mr. E. W. Diehl, Mr. H. F. Marshall, Miss M. Rosario, Mrs. L. Dunbar, Mrs. L. B. Howey, Mrs. Jessie T. Morgan, Mrs. L. Andell.

Per A.M.L. liner *President Jefferson*, for Manila, on November 1st:—Miss R. Zimmerman, Mr. G. A. Kerr, Mrs. B. Beiger, Mrs. E. Thomas, Col. and Mrs. Taylor, Mr. H. W. Taylor, Lt. and Mrs. E. C. Franklin, Mr. John S. Drummond, Mr. J. T. Gale, Miss M. Jordan, Mrs. Frank McDonald, Mrs. J. O. Kane, Mr. E. Roehr, Capt. J. C. Silverter, Mr. Juan Gale, Mr. L. M. Herra, Mr. M. J. Herra, Mr. Francisco Torres, Mr. Jose Roberto, Mr. C. Hostani, Mr. R. C. Needham, Capt. H. E. Osterhaus, Mrs. O. E. Roehr, Mrs. C. F. Silverter.



REGULAR FREIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	SHAL, KLUNG, JAYA, AMOT	1st Nov.	3rd Nov.	MAKASSAR & JAYA
TJILIWONG	JAYA, MANILA	2nd Nov.	5th	SWATOW & SAIGON
TJITAROM	JAYA, MANILA	7th	9th	AMOT & N. CHINA
TJISALAK	N. C. & AMOT	10th	12th	BATAVIA & N. CHINA
TJISAROA	BATAVIA	10th	13th	AMOT, SHANGHAI & KINUNG
TJIKARANG	SHAL, KLUNG, JAYA, MANILA	14th	17th	BATAVIA
TJITRODAS	JAYA, MANILA	21st	23rd	AMOT & N. CHINA
TJIMANOER	N. C. & AMOT	21st	24th	BATAVIA
TJISONDARI	BATAVIA	24th	27th	AMOT, SHANGHAI & KINUNG
TJIPANAS	JAYA, MANILA	25th	27th	SWATOW, SAIGON
TJISAROA	SHAL, AMOT & KLUNG	28th	1st Dec.	MAKASSAR & JAYA
TJIKINT	JAYA, MANILA	5th Dec.	7th	AMOT & N. CHINA
TJITAROM	N. CHINA, AMOT	5th	8th	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily radioed message. Cargo taken at through rates to all ports in Netherlands India and Australia.

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JAVA-CHINA-JAPAN LIJN.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENROOCH"

CONSIGNEES OF Cargo are hereby

informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th November, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Nov. 1927, and now within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 21st November, or they will not be recognized.

No Fire Insurance will be effected: BUTTERFIELD & SWIRE, Agents.

Hong Kong, 28th Oct., 1927. [5484]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "PREUSSEN"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 1st November, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 15th November, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 28th Oct., 1927. [5478]

HONG KONG TIDE TABLE.

From November 2nd to 5th 1927.

HIGH WATER. LOW WATER.

Day of Week	Month	Hong Kong Standard Time	Height	Day of Week	Month	Hong Kong Standard Time	Height
Wed.	2	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		2 04	7 2			9 51	2 3
Thur.	3	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		2 2	7 0			10 37	2 3
Fri.	4	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		2 33	6 53			11 12	2 4</

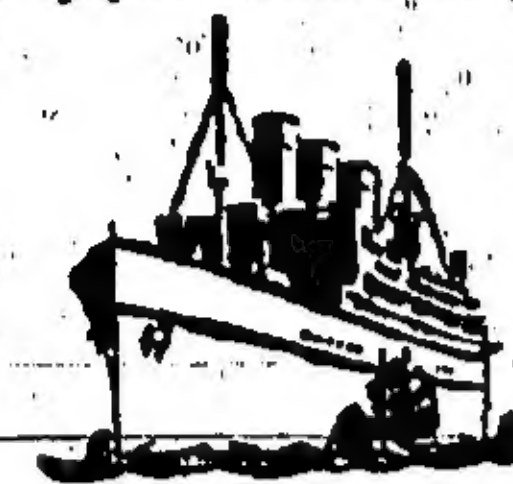
Going home— Combine Rail Trip with Sea Travel!

Shortest,
Coolest
Way



to EUROPE—to Canada—United States

NO hot, monotonous weeks and weeks of ocean voyaging... But cool, comfortable and varied... Short sea journey... fast rail trip, then... a second short sea trip, if your destination is Europe. Each transfer but a step to train or steamer. And the delightful exhilaration of gliding through the Canadian Pacific Rockies... "50 Swiss Alps in One." Magnificent hotels too—if you have time... at Victoria and Vancouver, at mile-high Banff and Lake Louise... all the way through. From Montreal or Quebec, Empress of the Atlantic and Cabin Class Ships sail 1,000 miles on the sheltered St. Lawrence... only 4 days of open Atlantic. Canadian Pacific Steamship and Railway Services are all one management... world-famed for equipment and courteous personal attention.



Select then—the *Empress of Canada*, *Empress of Asia* or *Empress of Russia*... largest and fastest liners across the Pacific... sailing frequently from Manila, Hong Kong, Shanghai, Kobe, Yokohama. Direct connections at Victoria and Vancouver for Pacific Coast points in the United States.

8 Days Only—Yokohama to Vancouver

Let a Canadian Pacific agent... or his representative, who will gladly call... tell you how attractive are the through routes... how luxuriously comfortable the routes... and how short and convenient they are.



Canadian Pacific
The World's Greatest Travel System

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$120, \$115, \$110, \$105, \$100, \$95, \$90, \$85, \$80, \$75, \$70, \$65, \$60, \$55, \$50, \$45, \$40, \$35, \$30, \$25, \$20, \$15, \$10, \$5, \$0.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* KOREA MARU ... Sunday, 13th Nov.
* SHINYO MARU ... Tuesday, 29th Nov.
* SIBERIA MARU ... Sunday, 11th Dec.
* Call Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.

* HAKONE MARU ... Saturday, 5th Nov.
* SUWA MARU ... Saturday, 19th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

* MISHIMA MARU ... Wednesday, 23rd Nov.
* TANGO MARU ... Wednesday, 31st Dec.

ROMBAY via Singapore, Penang & Colombo.

* REIYO MARU ... Tuesday, 8th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

* BOKUYO MARU ... Wednesday, 16th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

* WAKASA MARU ... Saturday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.

* ATAGO MARU ... Friday, 4th November

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

* TOYOKO MARU ... Friday, 11th Nov.

CAIRO via Singapore, Penang & Rangoon.

* TOTTORI MARU ... Thursday, 10th Nov.

NAGASAKI, KOBE & YOKOHAMA.

* TANGO MARU ... Friday, 18th Nov.

SHANGHAI, KOBE & YOKOHAMA.

* TOKUSHIMA MARU (Moji direct) ... Saturday, 5th Nov.

* HAKUSAN MARU ... Monday, 14th Nov.

* Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No 292 (Private exchanges to all Depts.).



**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. ON BATAVIA.)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 10th November, 1 p.m.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to & destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YORK BUILDING, CRATER ROAD.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS DOWN.

THROUGH CARGOES HEAVY.

There were only 11 steamers arriving into port during the 24 hours ended at 9 a.m. yesterday, of which 4 were in ballast. Consequently freights discharged for this port were below the average. Through cargoes, however, were considerably above the average.

The Colony's imports amounted to only 8,341 tons. Two British ships were responsible for 1,703 tons. The two best returns were 3,000 tons from the s.s. *Taiyung Maru* from Tsingtau and 2,918 tons by the s.s. *President Jefferson* from Seattle and Shanghai.

Through freights amounted to 20,135 tons. Three British vessels accounted for 8,329 tons. The two best returns were shown by the s.s. *Nakasaki Maru* and the *President Jefferson*. The former arriving from Middlesbrough and Singapore had 3,308 tons and the latter vessel from Seattle and Shanghai was responsible for 3,000 tons.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	3	6
Japanese	3	4
Norwegian	0	1
Chinese	3	2
Dutch	1	0
German	0	1
American	1	0
Total	11	14

SUNRISE AND SUNSET IN HONG KONG.

FOR NOVEMBER, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date	Sunrise	Sunset
November 2nd	6.23 a.m.	5.48 p.m.
" 3rd	6.23	5.48
" 4th	6.23	5.48
" 5th	6.23	5.48
" 6th	6.23	5.48
" 7th	6.23	5.48
" 8th	6.23	5.48
" 9th	6.23	5.48
" 10th	6.23	5.48
" 11th	6.23	5.48
" 12th	6.23	5.48
" 13th	6.23	5.48
" 14th	6.23	5.48
" 15th	6.23	5.48
" 16th	6.23	5.48
" 17th	6.23	5.48
" 18th	6.23	5.48
" 19th	6.23	5.48
" 20th	6.23	5.48
" 21st	6.23	5.48
" 22nd	6.23	5.48
" 23rd	6.23	5.48
" 24th	6.23	5.48
" 25th	6.23	5.48
" 26th	6.23	5.48
" 27th	6.23	5.48
" 28th	6.23	5.48
" 29th	6.23	5.48
" 30th	6.23	5.48

DAILY WATERFRONT NEWS.

COLLISION AT MACASSAR.

ALTERATION IN DOLLAR LINE SCHEDULE.

[BY LONGSHOREMAN.]

On October 15th a serious collision took place in Macassar Harbour between the *Silver Belle* and the Dutch steamer *Sembanan*. The *Sembanan* is a vessel of 8,633 tons gross, and was built in 1921 for the Stoomvaart Maatschappij Nederland. At the time she was tied up to the wharf, and the *Silver Belle*, the property of the Silver Line came in.

We have no official information of what happened, but it is presumed that the *Silver Belle* had too much way on her, and she swung round and struck the *Sembanan* forward of number two hold. The *Silver Belle* was not seriously damaged and after undergoing repairs at Sourabaya, was able to proceed on her voyage to New York.

The *Sembanan* was rather badly holed, and is still in dry dock at Sourabaya. At the time of the collision she was loading cargo for Europe.

No lives were lost and there was little damage to the cargo on the *Sembanan*. The *Silver Belle*, 5,399 tons gross, was built this year by J. L. Thompson and Sons, Sunderland for the Silver Line, Ltd., of which the managing owners are Stanley and John Thompson, Limited—*Strait Times*.

Chinese Junk Sunk.

SINGAPORE, October 26th.
On arriving in Singapore, the captain of the Dutch vessel *Talaga* *Junk* reported that during the voyage from Palembang the previous night his vessel came into collision with what proved later to be a Chinese junk, Singapore 51, when four miles south-west of Tahong lighthouse. The junk, he reported, only showed a light when a collision was unavoidable. The junk sank immediately, but they were able to pick up the crew, consisting of the skipper and our sailors, who were landed at Singapore.

Malacca Harbour.

The *Malacca Observer* makes an appeal for the improvement of the Malacca harbour giving opportunity for more direct transport of Malacca trade to and from the world markets. The Norwegian motor schooner *1st* of 90 tons net which is under charter by Messrs Firestone Tire and Rubber Co., Ltd., Singapore, is about the biggest of all the steam and motor boats that have entered the Malacca River. She is manned by Europeans and Chinese—*M.O.*

Marine Court.

Three masters of cargo junks were charged before Commander J. B. Newell, D.S.O., R.N., at the Marine Court yesterday morning with anchoring their craft in the Southern Fairway and thereby causing an obstruction. Two of the defendants who pleaded guilty were each fined \$10. The third man said that he was not anchored in that vicinity, although his anchor was five feet below water. After evidence had been heard, he was fined \$5.

Two Deaths.

The master of the s.s. *Ankang* (British) arriving from Singapore and Amoy yesterday, reports that during the voyage to Hong Kong, there were two deaths among Chinese deck passengers, one male and one female.

Stowaways Fined.

The two Filipino stowaways on the *West Sequoia* remanded by Mr. W. Schofield on Monday again appeared at the Kowloon Court yesterday, and were each fined \$25, with the alternative of three weeks' hard labour in default.

Ball Extruded.

Two Japanese members of the crew of the s.s. *La Plata Maru* had their ball extruded by Mr. W. Schofield at the Kowloon Magistracy yesterday for their non-appearance on a charge of being drunk and disorderly in Salisbury Road on Monday.

Round-World Schedule.

The Dollar Line agents announced that the schedule of all round-the-world liners will be advanced two days as from Shanghai, Hong Kong and Manila, commencing with the *President Polk* from Hong Kong on November 2nd. This is intended to give a longer stay in Singapore, but the sailings from that port and all others on the westward run will remain as heretofore.

Passengers Arriving.

The s.s. *Hakosaki Maru* arriving from London and ports yesterday brought 44 cabin passengers for Hong Kong, and 130 steerage passengers, a total of 184. Through passengers numbered 100. The *Empress of Asia*, arriving from Vancouver and Northern ports brought a total of 663 passengers, of whom over 100 were cabin passengers for Hong Kong, 593 steerage passengers for this port, and 119 cabin passengers for Manila. The total number of steerage passengers on board were 605.

Chinese Deck Passengers.

The total number of Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 532.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—

North Wall Basin, *Thetis* and *Seymour*; South Wall Basin, *Somerset*, *Terrace* and *Onslaught*; East Wall Basin, *S/Ms L.15, L.16, L.30* and *L.31*; North Arm, *Dragon*; West Wall Dock, *Jarvis*; In Dock, *Urban*; *Taihook Dock*, *Euterpe* and *Tern*; No. 2 Buoy, *Dunbar*; No. 3 Buoy, *Dragon*; No. 4 Buoy, *Dunbar*; No. 5 Buoy, *Dragon*; No. 6 Buoy, *Dragon*; No. 7 Buoy, *Dragon*; No. 8 Buoy, *Dragon*; No. 9 Buoy, *Dragon*; No. 10 Buoy, *Dragon*; No. 11 Buoy, *Dragon*; No. 12 Buoy, *Dragon*; No. 13 Buoy, *Dragon*; No. 14 Buoy, *Dragon*; No. 15 Buoy, *Dragon*; No. 16 Buoy, *Dragon*; No. 17 Buoy, *Dragon*; No. 18 Buoy, *Dragon*; No. 19 Buoy, *Dragon*; No. 20 Buoy, *Dragon*; No. 21 Buoy, *Dragon*; No. 22 Buoy, *Dragon*; No. 23 Buoy, *Dragon*; No. 24 Buoy, *Dragon*; No. 25 Buoy, *Dragon*; No. 26 Buoy, *Dragon*; No. 27 Buoy, *Dragon*; No. 28 Buoy, *Dragon*; No. 29 Buoy, *Dragon*; No. 30 Buoy, *Dragon*; No. 31 Buoy, *Dragon*; No. 32 Buoy, *Dragon*; No. 33 Buoy, *Dragon*; No. 34 Buoy, *Dragon*; No. 35 Buoy, *Dragon*; No. 36 Buoy, *Dragon*; No. 37 Buoy, *Dragon*; No. 38 Buoy, *Dragon*; No. 39 Buoy, *Dragon*; No. 40 Buoy, *Dragon*; No. 41 Buoy, *Dragon*; No. 42 Buoy, *Dragon*; No. 43 Buoy, *Dragon*; No. 44 Buoy, *Dragon*; No. 45 Buoy, *Dragon*; No. 46 Buoy, *Dragon*; No. 47 Buoy, *Dragon*; No. 48 Buoy, *Dragon*; No. 49 Buoy, *Dragon*; No. 50 Buoy, *Dragon*; No. 51 Buoy, *Dragon*; No. 52 Buoy, *Dragon*; No. 53 Buoy, *Dragon*; No. 54 Buoy, *Dragon*; No. 55 Buoy, *Dragon*; No. 56 Buoy, *Dragon*; No. 57 Buoy, *Dragon*; No. 58 Buoy, *Dragon*; No. 59 Buoy, *Dragon*; No. 60 Buoy, *Dragon*; No. 61 Buoy, *Dragon*; No. 62 Buoy, *Dragon*; No. 63 Buoy, *Dragon*; No. 64 Buoy, *Dragon*; No. 65 Buoy, *Dragon*; No. 66 Buoy, *Dragon*; No. 67 Buoy, *Dragon*; No. 68 Buoy, *Dragon*; No. 69 Buoy, *Dragon*; No. 70 Buoy, *Dragon*; No. 71 Buoy, *Dragon*; No. 72 Buoy, *Dragon*; No. 73 Buoy, *Dragon*; No. 74 Buoy, *Dragon*; No. 75 Buoy, *Dragon*; No. 76 Buoy, *Dragon*; No. 77 Buoy, *Dragon*; No. 78 Buoy, *Dragon*; No. 79 Buoy, *Dragon*; No. 80 Buoy, *Dragon*; No. 81 Buoy, *Dragon*; No. 82 Buoy, *Dragon*; No. 83 Buoy, *Dragon*; No. 84 Buoy, *Dragon*; No. 85 Buoy, *Dragon*; No. 86 Buoy, *Dragon*; No. 87 Buoy, *Dragon*; No. 88 Buoy, *Dragon*; No. 89 Buoy, *Dragon*; No. 90 Buoy, *Dragon*; No. 91 Buoy, *Dragon*; No. 92 Buoy, *Dragon*; No. 93 Buoy, *Dragon*; No. 94 Buoy, *Dragon*; No. 95 Buoy, *Dragon*; No. 96 Buoy, *Dragon*; No. 97 Buoy, *Dragon*; No. 98 Buoy, *Dragon*; No. 99 Buoy, *Dragon*; No. 100 Buoy, *Dragon*.

SHIPPING MOVEMENTS.

The s.s. *Hessen* (H.A.L.), left Shanghai on October 31st at 4 p.m., and is due in Hong Kong tomorrow (Thursday) afternoon.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF DUNDEE" ... London, Rotterdam, Hull & Avonmouth ... 20th November

AUSTRALIA AUSTRAL-INDIAN LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF WILLINGTON" ... via Suez Canal ... 16th November

S.S. "CITY OF LAHORE" ... via Suez Canal ... 26th November

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA } AMERICAN & ORIENTAL LINE

& HAVANA } via Suez Canal ... 27th November

M.V. "FORRESBANK" } via Suez Canal ... 14th November

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... From Hong Kong ... 14th November

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"DELTA"	5,087	8th Nov.	Strait & Bombay.
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	10,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KALKA"	8,133	17th Dec.	Strait & Bombay.
"KASHGAR"	9,005	24th Dec.	Marseilles, London, Antwerp & Hull.
"MOREA"	10,953	7th Jan., 1928	Marseilles and London.
"KALYAN"	9,144	7th Jan.	Strait & Bombay.
"DEVANHA"	8,155	21st Jan.	Marseilles, London and Antwerp.
"MALWA"	10,988	4th Feb.	Marseilles and London.
"KHYBER"	9,114	18th Feb.	Marseilles, London and Antwerp.
"MACEDONIA"	11,120	3rd Mar.	Marseilles and London.
"KHYBER"	9,114	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	8,985	17th Mar.	Marseilles, London and Antwerp.
"MANTUA"	10,946	31st Mar.	Marseilles and London.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	10,504	14th April	Marseilles and London.
"MOREA"	10,953	28th April	do.
"KASHGAR"	9,005	12th May	Marseilles, London and Antwerp.

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"ST. ALBANS"	4,500	3rd Dec.	Island, Townsville, Brisbane
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"TANDA"	6,956	2nd Mar.	do.

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